



REVISED LETTER OF UNDERSTANDING & STAFF RECOMMENDATION

June 24, 2016

Scott Bryant
The Simpson Organization
1401 Peachtree Street, NE
Suite 400
Atlanta, Georgia 30309

RE: **DRI 2590 Peachtree Dunwoody Pavilion**

Dear Mr. Bryant:

The purpose of this letter is to inform you of GRTA staff's recommendation regarding your request for expedited review of **DRI 2590 Peachtree Dunwoody Pavilion** located in the City of Sandy Springs on 18.86 acres bordered by Lake Hearn Drive to the north and Peachtree Dunwoody Road to the west. The trigger for this development is a rezoning. The proposed development consists of 343,487 sq. ft. of existing office space to remain with 240,000 sq. ft. of new office space, 335 multi-family apartment units, a 200 room hotel and 30,000 sq. ft. of retail/restaurant space. One currently vacant existing office building of 41,185 sq. ft. is planned for demolition. The planned build-out of this DRI is 2020.

Expedited Review Recommendation

Based on the request, transportation analysis prepared by Kimley-Horn and Associates, dated May 2016 and a site plan prepared by Kimley-Horn titled "Peachtree Dunwoody Pavilion DRI Site Plan" dated June 3, 2016 which GRTA received both on June 13, 2016, a Pre-Review/Methodology meeting held on April 26, 2016, and the GRTA Letter of Understanding issued on May 2, 2016, the DRI meets the criteria for expedited review under the DRI *Procedures and Principles* Section 3-102.F., Livable Centers Initiative (LCI), which requires the proposed DRI project to be located within an LCI, consistent with the LCI plan adopted by the City of Sandy Springs, and that the Perimeter LCI implementation is in good standing with ARC. GRTA received confirmation from City of Sandy Springs on May 2, 2016 and ARC on June 13, 2016.

GRTA staff has recommended **APPROVAL with Conditions** for expedited review under Section 2-202.B and 2-202.C of the *Procedures and Principles for GRTA Development of Regional Impact Review*.

Proposed General Conditions to GRTA Notice of Decision:

Pedestrian and Transit Accessibility

Provide a pedestrian connection from the site to the Medical Center MARTA station, as approved by MARTA.

Proposed Roadway Improvement Conditions to GRTA Notice of Decision:

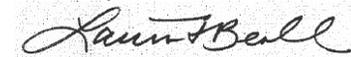
Lake Hearn at Peachtree Dunwoody Road

Coordinate with GRTA Xpress and MARTA on the required turning radii of the southeastern corner and the stop bar locations at the Lake Hearn and Peachtree Dunwoody Road intersection to accommodate for commuter coach and/or local bus future northbound right turn movements.

A meeting has been scheduled for Monday, June 27th 3:00 p.m. at GRTA; however, the details for the pedestrian connection are not designed fully to discuss at this time. Therefore, the meeting has been cancelled.

GRTA's Executive Director will make the final decision regarding your request for expedited review on June 30, 2016. If you would like additional information, please contact me immediately at (404) 463-3068 or by email at lbeall@grta.org.

Sincerely,



Laura F. Beall, AICP
Program Manager

cc:

Jon West, DCA
Andrew Smith, ARC
Patrick Allen, GDOT District 7
Greg Floyd, MARTA
John Gurbal, City of Dunwoody
Patrice Ruffin, City of Brookhaven
Jennifer Harper, PCID

Kristen Wescott, City of Sandy Springs
Michelle Alexander, City of Sandy Springs
Richard Strange, The Simpson Organization
John Walker, Kimley-Horn and Associates
Jessica Hill, Morris Manning Martin
Bill Halter, Cooper Carry & Associates



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: July 5, 2016

ARC REVIEW CODE: R1606171

TO: Mayor Rusty Paul, City of Sandy Springs
ATTN TO: Michelle Alexander, Community Development Director
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

Digital signature
Original on file

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Peachtree Dunwoody Pavilion (DRI #2590)

Submitting Local Government: City of Sandy Springs

Review Type: Development of Regional Impact **Date Opened:** June 17, 2016 **Date Closed:** July 1, 2016

Description: This DRI is located in the City of Sandy Springs on 18.86 acres bordered by Lake Hearn Drive to the north and Peachtree Dunwoody Road to the west. The proposed development consists of 240,000 sq. ft. of new office space, 335 multi-family apartment units, a 200-room hotel, 30,000 sq. ft. of retail/restaurant space, and 343,487 sq. ft. of existing office space that will remain. One existing, currently vacant, 41,185 sq. ft. office building is planned for demolition. The DRI trigger for this development is a rezoning application filed with the City of Sandy Springs.

Comments: According to the ARC Unified Growth Policy Map (UGPM), a component of the Atlanta Region's Plan, the proposed development is located within a Regional Employment Corridor and a Regional Center. The ARC Regional Development Guide (RDG), a related Atlanta Region's Plan component, details recommended policies for areas and places on the UGPM.

Recommended policies for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit; increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.

Regional Centers are the region's key centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi-modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs.

Recommended policies for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.

- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

This DRI appears to manifest many of the above policies for this area of the region – in particular, converting a single-use site to a mixed-use development with a significant housing component, adjacent to rail transit, in an LCI area that is predominated by commercial and office uses. These characteristics offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via transit or other alternative modes and conduct multiple trips on foot. This framework can eliminate dependency on cars for internal circulation and encourage workers and visitors to use alternative transportation modes to access the development.

Along these lines, the connection between this DRI and the Medical Center MARTA station should be constructed as planned. This connection should link both sides of the station for MARTA riders and non-riders alike, thereby enhancing area-wide walkability. Care should also be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas, as well as all connections from the project to neighboring uses. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site.

The proposed development is located within the Perimeter Livable Centers Initiative (LCI) study area. As a result, the development plan should be consistent with the recommendations of the LCI plan and any plan updates or supplemental studies. The original Perimeter LCI study was completed in 2001, with a major (10-year) update completed in 2011. Smaller supplemental studies have been conducted for this LCI area related to transit station planning, commuter trails, and Lifelong Communities (aging and health focus) concepts. In general, the DRI's mixed-use characteristics, adaptive reuse, and proximity to rail transit, support the goals and recommendations of the LCI plan.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in Regional Employment Corridors.

ARC recognizes that vehicle parking totals are not finalized. The current plan proposes a total of 2,999 parking spaces, which is more than is required by code. In keeping with the goals of ARC's LCI program and the growing emphasis on transit use and pedestrian connectivity in the Perimeter area, the developer and City should explore reducing the amount of parking on site. This effort could reinforce and encourage the use of alternative transportation modes, especially transit, given its direct connection to this DRI.

In terms parking placement, much of the parking appears to be screened from view to minimize visual impact, specifically the residential and hotel parking. Care should be taken to ensure that the proposed parking deck on the southwest corner of the site addresses the street level in a pedestrian-friendly manner to the greatest extent possible.

Additional comments are included in this report.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC COMMUNITY DEVELOPMENT
 ARC RESEARCH & ANALYTICS
 GEORGIA DEPARTMENT OF NATURAL RESOURCES
 CITY OF ATLANTA
 METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION ACCESS & MOBILITY
 ARC AGING & HEALTH RESOURCES
 GEORGIA DEPARTMENT OF TRANSPORTATION
 CITY OF BROOKHAVEN
 PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

ARC NATURAL RESOURCES
 GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
 GEORGIA REGIONAL TRANSPORTATION AUTHORITY
 CITY OF DUNWOODY

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.

PEACHTREE DUNWOODY PAVILION DRI
City of Sandy Springs
Natural Resources Division Review Comments
June 14, 2016

Watershed Protection and Stream Buffers

The proposed project is located on an already developed property in the Nancy Creek basin of the Peachtree Creek watershed, which in turn drains into the Chattahoochee River below the water supply intakes in the Atlanta Region. The USGS coverage for the project area shows no blue line streams on the project property, though a tributary to Nancy Creek runs through undeveloped land a few hundred feet east of the property that is not part of this project. Any unmapped streams on the property may be subject to the City of Sandy Springs's Stream Buffer Ordinance. Waters of the state on the property will be subject to the State 25-foot erosion and sedimentation buffer requirements.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. As with all development, after construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after the construction of the proposed development is dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project. The project is being built on an already developed property with existing impervious surfaces, which will affect the actual increases in stormwater and loading amounts.

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

We would also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Use green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Use pervious concrete or other pervious materials in the parking/storage areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff and can help filter pollutants before reaching streams.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.



MEMORANDUM

TO: Andrew Smith, Community Development Division

FROM: Patrick Bradshaw, Transportation Access and Mobility Division

DATE: June 14, 2016

SUBJECT: **Transportation Division Review of DRI # 2590**

Project: Peachtree Dunwoody Pavilion

County: Fulton County

Location: Southeast of the intersection of Peachtree Dunwoody Road and Lake Hearn Drive in Sandy Springs, GA

Analysis:

Expedited

Non-Expedited

The Transportation Access & Mobility Division has reviewed the DRI submittal package for Peachtree Dunwoody Pavilion within the city of Sandy Springs. The review includes assessing regional plan consistency, impacts on other transportation projects that are planned or underway, and recommendations to mitigate impacts to the transportation network and improve local and regional plan and policy consistency.

Active TIP Projects potentially affected by the proposed project:

ARC ID#	GDOT PI#	CST - FY	Project Name	Status/Notes
DK-440	0015070	2016	Medical Center to Dunwoody MARTA Pedestrian/Bicycle and Transit Connectivity Improvements	Project administration to be transferred to FTA
AR-ML-300	0001757 /0008445	LR	SR 400 Managed Lanes from I-285 North to McFarland Road	
FN-298	0013141	2017	Glenridge Drive, Hammond Drive and Peachtree Dunwoody Road – ATMS System Expansion	
AR-957A	0013546	2020	I-285 Interchange Reconstruction and Collector/Distributor	DBF Project; programming covers fiscal years in LR but open to traffic in 2020

Regional Plan Consistency:

The Atlanta Region’s Plan was adopted in 2016. Plan goals, objectives and policies are outlined within the Atlanta Region’s Plan Policy Framework document (<http://documents.atlantaregional.com/The-Atlanta-Region-s-Plan/policy-framework.pdf>). As proposed, the Peachtree Dunwoody Pavilion development supports many framework policies, including:

- Encourage local communities to increase housing options near large employment centers
- Focus investments in redevelopment opportunities of a regional scale
- Work with local jurisdictions to promote growth in a way that protects natural resources
- Improve connectivity around transit stations and bus stops for all users
- Prioritize transit projects in areas with transit-supportive land use, plans and regulations
- Promote transit and active transportation modes to improve access

The Atlanta Region’s Plan Unified Growth Policy Map (UGPM): The project is located within the “Regional Employment Corridors” area of ARC’s UGPM. Regional Employment Corridors connect major activity centers to the Atlanta central business district through existing high-capacity transportation facilities. These areas contain a large share of the region’s jobs in relatively small land area. The proposal in question is best classified as a mixed use development, which is a compatible land use for this particular UGPM area. Also, this development proposes an estimated 18 residential units per acre, which is within the recommended range for this UGPM area as outlined in the ARC Regional Development guide.

2010 North Fulton Comprehensive Transportation Plan (CTP): This document outlines major transportation investment priorities over a 20 year horizon throughout incorporated north Fulton. A major policy recommendation from this effort is to support transit utilization and effectiveness by increasing land use density within walking distance of an existing MARTA heavy rail station. The Peachtree Dunwoody Pavilion proposal clearly aligns with this recommendation.

TAMD Comments & Recommendations:

The traffic study network level of service (LOS) standard set by GRTA for the traffic study associated with this DRI is LOS E. Per the results of the “Projected 2020 Build Conditions” scenario, it is possible to achieve this standard (or better) across study network intersections through the implementation of a number of transportation improvements, outlined on page 24 and 28 of the study document. Assuming concurrence by GRTA and the local government with the outcome of the proposed “Projected 2020 Build Conditions” scenario, it is recommended that the City of Sandy Springs and its partners prioritize the construction of said scenario projects in order to realize this LOS threshold, should the development move to the construction phase.

However, it should be noted that study intersection 7 (identified in the traffic study as “Peachtree Dunwoody Road at Relocated Driveway 1”) meets the LOS threshold in 2020 based only upon the expanded allocation of police department staff resources to manually direct traffic during the AM and PM peak periods. ARC has concerns regarding the uncertain nature of relying upon public safety personnel, who may or may not be available or allocated in future years, over the construction over a permanent, infrastructure-based traffic control solution to address the expected future operational deficiencies predicted at intersection 7. It is therefore recommended that the developer identify a remedy for this situation which does not rely on the continued allocation of public safety personnel.

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Friday, June 17, 2016 12:38 PM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; maevans@dekalbcountyga.gov
Subject: RE: ARC DRI Review Notification - Peachtree Dunwoody Pavilion (DRI #2590)
Attachments: Preliminary Report - Peachtree Dunwoody Pavilion .pdf

Andrew,

The proposed development consisting of 240,000 sq. ft. of new office space, 335 multi family apartment units, a 200 room hotel, 30,000 sq. ft. of retail/restaurant space, and 343,487 sq. ft. of existing office space, is located approximately 3.35 miles northwest of the DeKalb Peachtree Airport (PDK), and is located outside of any of their FAA surfaces, and compatible land use areas, and does not appear to impact the airport.

However, if the proposed project's vertical construction, or equipment exceeds 200ft above ground level, an FAA Form 7460 1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 90 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mario Evans with DeKalb Peachtree Airport on this email.

Thank you for the opportunity to comment on the proposed development.

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
T: 404 631 1343 | F: 404 631 1935 | M: 404 660 3394 | E: achood@dot.ga.gov

View our website at <http://www.dot.ga.gov/IS/Aviation>

From: Andrew Smith [mailto:ASmith@atlantaregional.com]
Sent: Friday, June 17, 2016 12:26 PM
To: 'jud.turner@gaepd.org'; VanDyke, Cindy; Fowler, Matthew; Comer, Carol; Hood, Alan C.; Allen, Patrick; Woods, Dan; Olson, David W; 'alware@dot.ga.gov'; Humphrey, James; Woods, Chris N.; Boone, Eric; 'lbeall@grta.org'; 'BDennard@grta.org'; Parker Martin; 'DRI@grta.org'; 'Jon West'; arhein@itsmarta.com; Greg Floyd (gfloyd@itsmarta.com); dfrank@itsmarta.com; Charletta Wilson Jacks (cjacks@atlantaga.gov); jlewis@AtlantaGa.Gov; ben.song@brookhavenga.gov; Patrice Ruffin (patrice.ruffin@brookhavenga.gov) (patrice.ruffin@brookhavenga.gov); Richard.Meehan@brookhavenga.gov; Steve Foote (Steve.Foote@dunwoodyga.gov); 'Rebecca Keefer' (rebecca.keefers@dunwoodyga.gov); michael.smith@dunwoodyga.gov; john.gurbal@dunwoodyga.gov; ywilliams@perimetercid.org; jharper@perimetercid.org; Alexander, Michelle; Mercier-Baggett, Catherine; KWescott@SandySpringsga.gov; Hovanessian, Ruben; Sottile, Ginger; kbyars@sandyspringsga.gov; john.walker@kimley-horn.com; Lawson.Fanney@kimley-horn.com; derek.zittrauer@kimley-horn.com; jinwoo.seo@kimley-horn.com; jhill@mmmlaw.com; Scott@simpsonorg.com; rstrange@simpsonorg.com; billhalter@coopercarry.com
Cc: Community Development; David Haynes; Patrick Bradshaw; Jim Skinner; Jim Santo; Renee Ray
Subject: ARC DRI Review Notification - Peachtree Dunwoody Pavilion (DRI # 2590)

Development of Regional Impact (DRI) – Request for Comments

This e mail serves as notice that the Atlanta Regional Commission (ARC) staff has begun a Development of Regional Impact (DRI) review for [Peachtree Dunwoody Pavilion \(DRI #2590\)](#).

This DRI is located in the City of Sandy Springs on 18.86 acres bordered by Lake Hearn Drive to the north and Peachtree Dunwoody Road to the west. The proposed development consists of 240,000 sq. ft. of new office space, 335 multi family apartment units, a 200 room hotel, 30,000 sq. ft. of retail/restaurant space, and 343,487 sq. ft. of existing office space that will remain. One existing, currently vacant, 41,185 sq. ft. office building is planned for demolition. The DRI trigger for this development is a rezoning application filed with the City of Sandy Springs.

As a representative of an adjacent community and/or potentially affected entity, we request that you or a member of your staff review the attached Preliminary Report and provide comments to ARC on or before **July 1, 2016**. You may also view the preliminary report and other project information by visiting the [ARC Plan Reviews webpage](#) and searching for "Peachtree Dunwoody Pavilion" in the field at the bottom of the page. The report and other information will be available online as of tomorrow, June 18.

Date opened: June 17, 2016

Deadline for comments: July 1, 2016

Close by: July 7, 2016 (If no significant issues identified during comment period, review will close on **July 1, 2016** per LCI Expedited Review process in ARC DRI Rules)

For more information regarding the DRI process or other DRIs reviewed by ARC, please see the [ARC DRI webpage](#).

Regards,

Andrew Smith

Senior Planner, Community Development Division

Atlanta Regional Commission
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303 2538

P | 404.463.5581

F | 404.463.3254

asmith@atlantaregional.com

atlantaregional.com

Summer construction is here and Georgia DOT is conducting maintenance and construction activities on interstates, state routes and bridges across Georgia. Plan ahead and know before you go. Learn about projects in your neck of the woods. Visit www.511ga.org or call 511. Georgia DOT urges motorists to always buckle up, stay off the phone – no texting – and drive alert. And please - watch out for our workers. Help us get them home alive. #SummerConstruction

Andrew Smith

From: Billings, Julia <jbillings@dot.ga.gov>
Sent: Monday, June 20, 2016 4:12 PM
To: Andrew Smith
Cc: Mertz, Kaycee; Fowler, Matthew
Subject: RE: ARC DRI Review Notification - Peachtree Dunwoody Pavilion (DRI #2590)

Andrew,

GDOT Planning has reviewed the Peachtree Dunwoody Pavilion DRI (#2590) for proximity to planned roadway projects. There are no additional GDOT roadway projects located in the immediate vicinity of the proposed development other than those listed in the transportation section of the preliminary report and in table 13 of the Transportation Analysis, including the I 285 at SR 400 interchange reconstruction and CD lanes and I 285 and SR 400 managed lanes.

Thanks,

Julia Billings, AICP
Transportation Planner
Georgia Department of Transportation, Office of Planning
600 West Peachtree Street NW, 5th floor
Atlanta, GA 30308
(404) 631 1774
jbillings@dot.ga.gov

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Sent: Friday, June 17, 2016 12:26 PM
To: 'jud.turner@gaepd.org'; VanDyke, Cindy; Fowler, Matthew; Comer, Carol; Hood, Alan C.; Allen, Patrick; Woods, Dan; Olson, David W; 'alware@dot.ga.gov'; Humphrey, James; Woods, Chris N.; Boone, Eric; 'lbeall@grta.org'; 'BDennard@grta.org'; Parker Martin; 'DRI@grta.org'; 'Jon West'; arhein@itsmarta.com; Greg Floyd (gflloyd@itsmarta.com); dfrank@itsmarta.com; Charletta Wilson Jacks (cjacks@atlantaga.gov); jlewis@AtlantaGa.Gov; ben.song@brookhavenga.gov; Patrice Ruffin (patrice.ruffin@brookhavenga.gov) (patrice.ruffin@brookhavenga.gov); Richard.Meehan@brookhavenga.gov; Steve Foote (Steve.Foote@dunwoodyga.gov); 'Rebecca Keefer' (rebecca.keeper@dunwoodyga.gov); michael.smith@dunwoodyga.gov; john.gurbal@dunwoodyga.gov; ywilliams@perimetercid.org; jharper@perimetercid.org; Alexander, Mchelle; Mercier-Baggett, Catherine; KWescott@SandySpringsga.gov; Hovanesian, Ruben; Sottile, Ginger; kbyars@sandyspringsga.gov; john.walker@kimley-horn.com; Lawson.Fanney@kimley-horn.com; derek.zittrauer@kimley-horn.com; jinwoo.seo@kimley-horn.com; jhill@mmmlaw.com; Scott@simpsonorg.com; rstrange@simpsonorg.com; billhalter@coopercarry.com
Cc: Community Development; David Haynes; Patrick Bradshaw; Jim Skinner; Jim Santo; Renee Ray
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Regards,

Andrew Smith

Senior Planner, Community Development Division

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regional impact + local relevance

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2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

June 28, 2016

Andrew Smith
Senior Planner
Atlanta Regional Commission
40 Courtland Avenue
Atlanta, GA 30303

Re: MARTA Response to DRI #2590 Peachtree Dunwoody Pavilion

Hello Andrew,

MARTA has reviewed the Peachtree Dunwoody Pavilion development proposal. We commend the development team in their efforts in retrofitting the existing suburban office site into more of a transit oriented development design character. The proposed design places an emphasis on a mix of uses and compact density near transit.

Our understanding is that the development team proposes to have a direct elevated pedestrian connection to the adjacent Medical Center Station. MARTA has been in preliminary talks with the development team. However, at present, MARTA has only been presented a concept of the connection but has not had the specific design plans available to evaluate and determine the full impact of the proposed connection. In addition, the site plan does not clearly convey how street level pedestrian users can access the elevated pedestrian bridge. MARTA is supportive of the connection and looks forward to continued coordination with the development team.

Should there be any further questions from your office, please do not hesitate to contact me at your earliest convenience.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gregory T. Floyd", is written over a light blue horizontal line.

Gregory T. Floyd, AICP
Senior Land Use Planner
404-848-5508
gfloyd@itsmarta.com

Andrew Smith

From: Patrice Ruffin <patrice.ruffin@brookhavenga.gov>
Sent: Tuesday, June 28, 2016 10:34 AM
To: Andrew Smith
Cc: Taylor Baxter
Subject: FW: ARC DRI Review Notification - Peachtree Dunwoody Pavilion (DRI #2590)

Andrew,

Please see the comments from Brookhaven Community Development below.

Thanks!
Patrice

From: Taylor Baxter
Sent: Tuesday, June 28, 2016 10:28 AM
To: Patrice Ruffin <patrice.ruffin@brookhavenga.gov>
Subject: RE: ARC DRI Review Notification Peachtree Dunwoody Pavilion (DRI #2590)

The project site is adjacent to the Perimeter Center Character Area in Brookhaven. Brookhaven's Comprehensive Plan calls for coordination with Sandy Springs and Dunwoody to "foster dense, mixed use development with high quality design" at this location. The City's vision for the Character Area "is for it to remain an area of high intensity land uses", and "additional multi family development and retail is seen as particularly appropriate for this character area." The proposed uses and density would be in keeping with Brookhaven's vision for the area.

Brookhaven's Comprehensive Plan also calls for "appropriate end of trip facilities for bicycle commuters, such as bicycle racks, showers/locker rooms, etc., within new and existing office development." Sandy Springs should ensure safe, high quality bicycle and pedestrian access between the proposed development, the adjacent Medical Center MARTA Station, and existing and future development within the City of Brookhaven.

According the City's Comprehensive Plan, addressing traffic congestion is a top priority for Brookhaven. Focusing high intensity development near MARTA stations helps address this priority. Spillover traffic from the proposed into Brookhaven could be a concern, and Sandy Springs, Brookhaven, and Dunwoody should coordinate to implement traffic mitigation measures. The proposed 2,999 free parking spaces could be a significant inducement of new automobile trips in the area, and the City would echo ARC's concerns about excessive parking on the site. An emphasis on transit and bicycle/pedestrian connectivity in the area could help mitigate spillover traffic concerns.

From: Patrice Ruffin
Sent: Friday, June 17, 2016 1:41 PM
To: Taylor Baxter <taylor.baxter@brookhavenga.gov>
Subject: FW: ARC DRI Review Notification Peachtree Dunwoody Pavilion (DRI #2590)

Please review to see if there's anything we need to comment on. Thanks!

Patrice

From: Andrew Smith [<mailto:ASmith@atlantaregional.com>]
Sent: Friday, June 17, 2016 12:26 PM

To: 'jud.turner@gaepd.org' <jud.turner@gaepd.org>; 'cyvandyke@dot.ga.gov' <cyvandyke@dot.ga.gov>; mfowler@dot.ga.gov; 'ccomer@dot.ga.gov' <ccomer@dot.ga.gov>; Hood, Alan C. (achood@dot.ga.gov) <achood@dot.ga.gov>; Allen, Patrick (paallen@dot.ga.gov) <paallen@dot.ga.gov>; 'Woods, Dan' (dwoods@dot.ga.gov) <dwoods@dot.ga.gov>; David Olson (DOlson@dot.ga.gov) (DOlson@dot.ga.gov) <DOlson@dot.ga.gov>; 'alware@dot.ga.gov' <alware@dot.ga.gov>; 'Brad Humphrey' <jhumphrey@dot.ga.gov>; Chris Woods <cwoods@dot.ga.gov>; 'Eric Boone' <eboone@dot.ga.gov>; 'lbeall@grta.org' <lbeall@grta.org>; 'BDennard@grta.org' <BDennard@grta.org>; Parker Martin <PMartin@GRTA.org>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; Amanda Rhein <arhein@itsmarta.com>; Greg Floyd (gffloyd@itsmarta.com) <gffloyd@itsmarta.com>; dfrank@itsmarta.com; Charletta Wilson Jacks (cjacks@atlantaga.gov) <cjacks@atlantaga.gov>; jlewis@AtlantaGa.Gov; Ben Song <ben.song@brookhavenga.gov>; Patrice Ruffin <patrice.ruffin@brookhavenga.gov>; Richard Meehan <richard.meehan@brookhavenga.gov>; Steve Foote (Steve.Foote@dunwoodyga.gov) <Steve.Foote@dunwoodyga.gov>; 'Rebecca Keefer' (rebecca.keefer@dunwoodyga.gov) <rebecca.keefer@dunwoodyga.gov>; michael.smith@dunwoodyga.gov; john.gurbal@dunwoodyga.gov; ywilliams@perimetercid.org; Jennifer Harper <jharper@perimetercid.org>; Alexander, Michelle <MAlexander@SandySpringsga.gov>; Mercier Baggett, Catherine <CMercier_Baggett@SandySpringsga.gov>; KWescott@SandySpringsga.gov; Hovanesian, Ruben <RHovanesian@SandySpringsga.gov>; Sottile, Ginger <GSottile@SandySpringsga.gov>; kbyars@sandyspringsga.gov; john.walker@kimleyhorn.com; Lawson.Fanney@kimleyhorn.com; derek.zittrauer@kimleyhorn.com; jinwoo.seo@kimleyhorn.com; jhill@mmmlaw.com; Scott@simpsonorg.com; rstrange@simpsonorg.com; billhalter@coopercarry.com

Cc: Community Development <CommunityDevelopment@atlantaregional.com>; David Haynes <DHaynes@atlantaregional.com>; Patrick Bradshaw <PBradshaw@atlantaregional.com>; Jim Skinner <JSkinner@atlantaregional.com>; Jim Santo <JSanto@atlantaregional.com>; Renee Ray <RRay@atlantaregional.com>

Subject: ARC DRI Review Notification Peachtree Dunwoody Pavilion (DRI #2590)

Development of Regional Impact (DRI) – Request for Comments

This e mail serves as notice that the Atlanta Regional Commission (ARC) staff has begun a Development of Regional Impact (DRI) review for [Peachtree Dunwoody Pavilion \(DRI #2590\)](#).

This DRI is located in the City of Sandy Springs on 18.86 acres bordered by Lake Hearn Drive to the north and Peachtree Dunwoody Road to the west. The proposed development consists of 240,000 sq. ft. of new office space, 335 multi family apartment units, a 200 room hotel, 30,000 sq. ft. of retail/restaurant space, and 343,487 sq. ft. of existing office space that will remain. One existing, currently vacant, 41,185 sq. ft. office building is planned for demolition. The DRI trigger for this development is a rezoning application filed with the City of Sandy Springs.

As a representative of an adjacent community and/or potentially affected entity, we request that you or a member of your staff review the attached Preliminary Report and provide comments to ARC on or before **July 1, 2016**. You may also view the preliminary report and other project information by visiting the [ARC Plan Reviews webpage](#) and searching for "Peachtree Dunwoody Pavilion" in the field at the bottom of the page. The report and other information will be available online as of tomorrow, June 18.

Date opened: June 17, 2016

Deadline for comments: July 1, 2016

Close by: July 7, 2016 (If no significant issues identified during comment period, review will close on **July 1, 2016** per LCI Expedited Review process in ARC DRI Rules)

For more information regarding the DRI process or other DRIs reviewed by ARC, please see the [ARC DRI webpage](#).

Regards,
Andrew Smith
Senior Planner, Community Development Division

Atlanta Regional Commission
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303 2538

P | 404.463.5581

F | 404.463.3254

asmith@atlantaregional.com

atlantaregional.com

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Developments of Regional Impact

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DRI #2590

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Sandy Springs

Individual completing form: Catherine Mercier-Baggett

Telephone: 770 206-1543

E-mail: cmercier-baggett@sandyspringsga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Peachtree Dunwoody Pavilion

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 5775 Peachtree Dunwoody Road, Sandy Springs GA (170017LL0840)

Brief Description of Project: Existing office park (18,86a) to be rezoned from O-I to MIX for mixed-use development to include: new (240,000sf) and existing (343,487sf) office, one multifamily complex (335 units), one 200-room hotel (160,000sf), and 30,000sf of new retail and restaurant. 41,185sf of existing office will be demolished.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 583,487sf of office (240,000sf new, 343,487sf existing), 335 dwelling units, 200-room hotel, area, etc.): 30,000s

Developer: The Simpson Organization

Mailing Address: 1401 Peachtree Street

Address 2: Suite 400

City: Atlanta State: GA Zip: 30309

Telephone: 404 253-6363

Email: scott@simpsonorg.com

Is property owner different from developer/applicant? (not selected) Yes No

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? (not selected) Yes No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? (not selected) Yes No

If yes, provide the following information: **Project Name:**
Project ID:

The initial action being requested of the local government for this project:

- Rezoning
- Variance
- Sewer
- Water
- Permit
- Other

Is this project a phase or part of a larger overall project? (not selected) Yes No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2020
Overall project: 2020

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Developments of Regional Impact

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DRI #2590

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Sandy Springs
 Individual completing form: Catherine Mercier-Baggett
 Telephone: 770 206-1543
 Email: cmercier-baggett@sandyspringsga.gov

Project Information

Name of Proposed Project: Peachtree Dunwoody Pavilion
 DRI ID Number: 2590
 Developer/Applicant: The Simpson Organization
 Telephone: 404 253-6363
 Email(s): scott@simpsonorg.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
 (not selected) Yes No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
 (not selected) Yes No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$250,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$3,500,000

Is the regional work force sufficient to fill the demand created by the proposed project?
 (not selected) Yes No

Will this development displace any existing uses?
 (not selected) Yes No

If yes, please describe (including number of units, square feet, etc): 41,185sf of existing office will be demolished and not replaced.

Water Supply

Name of water supply provider for this site: City of Atlanta

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.212 MGD

Is sufficient water supply capacity available to serve the proposed project? (not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.176 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? (not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) +/-4,884 net daily trips, 519 trips AM peak, 539 trips PM peak

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? (not selected) Yes No

Are transportation improvements needed to serve this project? (not selected) Yes No

If yes, please describe below: Refer to traffic study prepared by Kimley-Horn and Associates

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,414

Is sufficient landfill capacity available to serve this proposed project? (not selected) Yes No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? (not selected) Yes No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 59.9%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: To be determined by the City Engineer and the Applicant, in accordance with the State's Best Management Practices

Environmental Quality

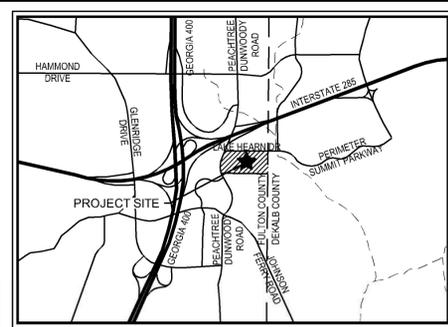
Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? (not selected) Yes No
2. Significant groundwater recharge areas? (not selected) Yes No
3. Wetlands? (not selected) Yes No
4. Protected mountains? (not selected) Yes No
5. Protected river corridors? (not selected) Yes No
6. Floodplains? (not selected) Yes No
7. Historic resources? (not selected) Yes No
8. Other environmentally sensitive resources? (not selected) Yes No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
A permit will be sought with the Army Corps of Engineers to remove +/-8,669sf of wetlands. The portion of the site within the 100-year floodplain will remain undeveloped.

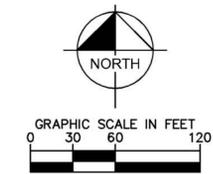
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VICINITY MAP

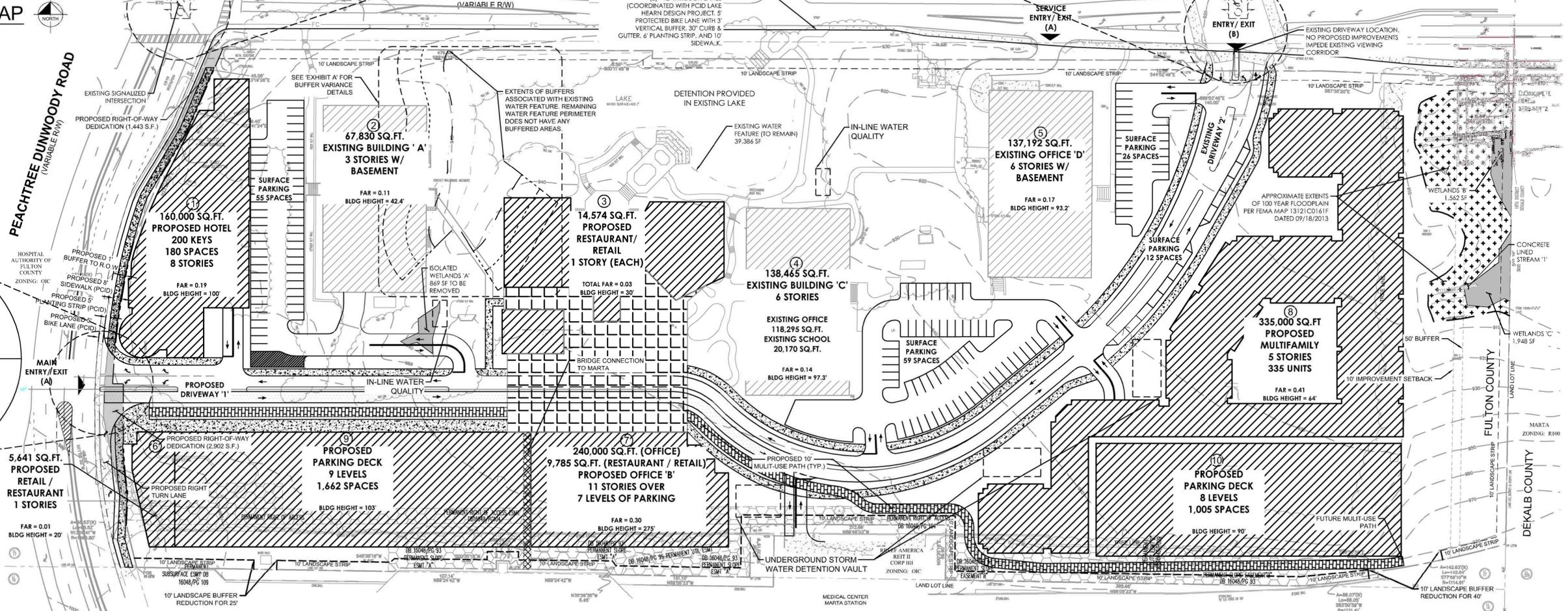
DRI #2590



GEORGIA811
Utilities Protection Center, Inc.
Know what's below.
Call before you dig.

PEACHTREE DUNWOODY ROAD
(VARIABLE R.O.W.)

LAKE HEARN DRIVE
(VARIABLE R.O.W.)



PEACHTREE DUNWOODY PAVILION:	
GROSS SITE AREA:	18.86 ACRES (821,542 SF)
BUILDING 1 - PROPOSED HOTEL (8 STORIES) (180 PARKING SPACES): 200 ROOMS (160,000 SQ. FT.)	BUILDING 9 - PROPOSED PARKING DECK (9 LEVELS): 1,662 SPACES
BUILDING 2 - EXISTING BUILDING 'A' (3 STORIES W/ BASEMENT): 67,830 SQ. FT. (SCHOOL)	BUILDING 10 - PROPOSED PARKING DECK (8 LEVELS): 1,005 SPACES
BUILDING 3 - PROPOSED RESTAURANT/RETAIL (1 STORY (EACH)): 14,574 SQ. FT.	TOTAL STRUCTURED PARKING: 2,847 SPACES*
BUILDING 4 - EXISTING BUILDING 'C' (6 STORIES): 118,295 SQ. FT. (OFFICE) + 20,170 (SCHOOL) = 138,465 SQ. FT.	TOTAL SURFACE PARKING: 152 SPACES*
BUILDING 5 - EXISTING OFFICE 'D' (6 STORIES W/ BASEMENT): 137,192 SQ. FT.	TOTAL PARKING PROVIDED: 2,999 SPACES*
BUILDING 6 - PROPOSED RETAIL / RESTAURANT (1 STORIES): 5,641 SQ. FT.	* PARKING COUNTS MAY FLUCTUATE BASED ON ACTUAL MIXES OF USES AND SQUARE FOOTAGES.
BUILDING 7 - PROPOSED OFFICE 'B' (11 STORIES OVER 7 STORIES OF PARKING): 240,000 SQ. FT. (OFFICE) AND 9,785 SQ. FT. (RESTAURANT / RETAIL)	TOTAL PARKING REQUIRED: 2,986 SPACES
BUILDING 8 - PROPOSED MULTIFAMILY (5 STORIES): 335 UNITS (335,000 SQ. FT.)	
TOTAL SITE DEVELOPMENT: 1,108,487 SQ. FT.	

DEVELOPMENT SUMMARY CHART:			
PROPERTY SIZE:	18.86 ACRES (821,524 SF)		
LAND LOT:	17		
DISTRICT:	17th		
BUILDINGS:	SQUARE FEET	SITE COVERAGE	
TOTAL (GROSS)	1,108,487 SF		
TOTAL SURFACE AREA:	306,885 SF	37.4%	
PARKING SPACES:	QUANTITY	FEET	SITE COVERAGE
TOTAL SURFACE PRKG:	152	47,179 SF	5.7%
TOTAL STRUCTURED PRKG:	2,867	INCL. IN BUILDING COVERAGE	
TOTAL IMPERVIOUS SURFACE:	SQUARE FEET	SITE COVERAGE	
	492,221 SF	59.9%	
LANDSCAPING / GREEN SPACE UNDISTURBED AREA:	SQUARE FEET	SITE COVERAGE	
	37,683 SF	4.6%	
	291,620 SF	35.5%	
FLOODPLAIN:	SQUARE FEET	SITE COVERAGE	
	20,563 SF	2.5%	
COMMON AREA:	SQUARE FEET	SITE COVERAGE	
	177,459 SF	21.6%	
GROSS RESIDENTIAL UNITS PER ACRE:	17.8 UNITS / ACRE		
TOTAL FLOOR AREA RATIO (FAR):	1.35		

DEVELOPMENT SUMMARY CHART:	
ZONING:	O-1 CONDITIONAL MIX WITH CONCURRENT VARIANCES
BUILDING SETBACKS:	
FRONT YARD (PEACHTREE DUNWOODY ROAD):	PER SITE PLAN = 0'
SIDE YARD (LAKE HEARN DRIVE):	PER SITE PLAN = 30'
SIDE YARD (MARTA):	PER SITE PLAN = 10'
SIDE YARD (COUNTY LINE):	PER SITE PLAN = 50'
LANDSCAPE BUFFERS:	
FRONT YARD (PEACHTREE DUNWOODY ROAD):	PER SITE PLAN = 0'
SIDE YARD (LAKE HEARN DRIVE):	PER SITE PLAN = 10'
SIDE YARD (MARTA):	PER SITE PLAN = 10'
SIDE YARD (COUNTY LINE):	PER SITE PLAN = 10'
POSTED SPEED LIMITS:	
PEACHTREE DUNWOODY ROAD:	35 MPH
LAKE HEARN DRIVE:	35 MPH
MAJOR ELECTRICAL / PETROLEUM TRANSMISSION LINES:	NONE
STORMWATER MANAGEMENT FACILITIES:	STORMWATER WILL BE HANDLED VIA A COMBINATION OF THE EXISTING STORMWATER DETENTION FACILITIES LOCATED BELOW GRADE.
WETLANDS:	YES
FEMA FLOOD ZONE:	AE
STREAM BUFFERS:	SEE BUFFER VARIANCE EXHIBIT
DOMESTIC WATER PROVIDER:	CITY OF ATLANTA
SANITARY SEWER PROVIDER:	FULTON COUNTY
DRIVEWAY SIGHT DISTANCE:	SEE SIGHT DISTANCE EXHIBIT

SITE PLAN LEGEND:	
---	EXISTING PROPERTY LINE
---	LANDSCAPE BUFFER LINE
---	EXISTING CURB & GUTTER
---	EXISTING FENCE
---	EXISTING EASEMENT

APPLICANT NAME:	
CLIENT:	THE SIMPSON ORGANIZATION PHONE: (404) 253-6363 CONTACT: SCOTT BRYANT
TRAFFIC ENGINEER:	KIMLEY-HORN PHONE: (404) 201-6157 CONTACT: JOHN WALKER, P.E.
CIVIL ENGINEER:	KIMLEY-HORN PHONE: (678) 333-3387 CONTACT: LAWSON FANNEY, P.E.

Drawing name: K:\PL_P\19122001_PD_Pavilion\CAO\Exhibits\201606-01_GRTA_Site Plan.dwg REZONING SITE PLAN Jun 08 2016 2:26pm By: denek-ztrauer
This document, together with the concepts and designs presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of any information on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

 2015 WILKINSON ROAD, SUITE 400 ALPHARETTA, GEORGIA 30009 PHONE: (770) 939-1223 WWW.KIMLEY-HORN.COM	SCALE: _____ DRAWN BY: DMZ DESIGNED BY: DMZ CHECKED BY: LHF
	PROJECT: PEACHTREE DUNWOODY PAVILION 5775 PEACHTREE DUNWOODY ROAD SANDY SPRINGS, FULTON COUNTY, GA TITLE: DRI SITE PLAN
CLIENT: THE SIMPSON ORGANIZATION 1431 PEACHTREE STREET, SUITE 400 ATLANTA, GA 30309 PHONE: 404-253-6363 FAX: 404-875-7636	DATE: 06/03/2016 PROJECT NO.: 019122001 SHEET NUMBER: 1 OF 1



NOTICE OF DECISION

To: Doug Hooker, ARC
(via electronic mail) Sonny Deriso, GRTA
Bob Voyles, GRTA

Dick Anderson, GRTA
Al Nash, GRTA

To: Mayor Rusty Paul, City of Sandy Springs
(via electronic mail and certified mail) Scott Bryant, The Simpson Organization

From: Chris Tomlinson, GRTA Executive Director

Copy: Kirk Fjelstul, GRTA
(via electronic mail) Laura Beall, GRTA
Jon West, DCA
Andrew Smith, ARC
Patrick Allen, GDOT Dist 7
Greg Floyd, MARTA
Michael Smith, City of Dunwoody

Michelle Alexander, City of Sandy Springs
France Campbell, City of Sandy Springs
Andy Sutton, Shane Group
John Walker, Kimley-Horn and Associates
Jessica Hill, Morris Manning Martin
Joseph Na, 12 Baskets

Date: June 28, 2016

Re: DRI 2590 Peachtree Dunwoody Pavilion

Notice of Decision for Request for Expedited Review of DRI 2590 Peachtree Dunwoody Pavilion

The purpose of this notice is to inform The Simpson Organization (the Applicant), City of Sandy Springs (the local government), the GRTA Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding DRI 2590 Peachtree Dunwoody Pavilion (the DRI Plan of Development). GRTA has completed an Expedited Review for the DRI Plan of Development pursuant to sections 3-101 and 3-102 of the *Procedures and Principles for GRTA Development of Regional Impact Review* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Sections 3-101 and 3-102.F. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

This decision will become final and no further review will be required, unless: (1) a request for review by the Land Development Committee is submitted to the Executive Director within five (5) business days of receipt of this notice pursuant to Section 2-502 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, or (2) an appeal by the Applicant is submitted to the Executive Director within five (5) business days of receipt of this notice pursuant to Section 2-501, or (3) an appeal by the local government is submitted to the Executive Director within five (5) business days of receipt of this notice pursuant to Section 2-501. If GRTA staff receives a request for review or an appeal, you will receive another notice from GRTA, and the Land Development Committee will hear the appeal or request for Expedited Review at its July 13, 2016 regular meeting.

The notice of decision is based upon review of the applicant's DRI Review Package. The Review Package includes the transportation analysis prepared by Kimley-Horn and Associates, dated May 2016 and a site plan prepared by Kimley-Horn titled "Peachtree Dunwoody Pavilion DRI Site Plan" dated June 3, 2016 which GRTA received both on June 13, 2016. The review also includes confirmation received by GRTA from the City of Sandy Springs on May 2, 2016 and from Atlanta Regional Commission on June 13, 2016 that the Livable Centers Initiative (LCI) criterion has been met.

Approval of the above referenced DRI by expedited review shall not constitute GRTA approval of any subsequent material modifications to the proposed DRI by the local government such that the proposed DRI is no longer eligible for approval by expedited review.



Chris Tomlinson
Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian and Transit Access

Provide a pedestrian connection from the site to the Medical Center MARTA station, as approved by MARTA.

Roadway Improvement Conditions to GRTA Notice of Decision:

Lake Hearn at Peachtree Dunwoody Road

Coordinate with GRTA Xpress and MARTA on the required turning radii of the southeastern corner and the stop bar locations at the Lake Hearn and Peachtree Dunwoody Road intersection to accommodate for commuter coach and/or local bus future northbound right turn movements.

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.



Transportation Analysis

Peachtree Dunwoody Pavilion DRI #2590

City of Sandy Springs, Georgia

Report Prepared:

June 2016

Prepared for:

The Simpson Organization

Prepared by:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
2 Sun Court, Suite 450
Peachtree Corners, Georgia 30092
019122001

Transportation Analysis

Peachtree Dunwoody Pavilion DRI #2590

City of Sandy Springs, Georgia

Report Prepared:

June 2016

Prepared for:

The Simpson Organization

Prepared by:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
2 Sun Court, Suite 450
Peachtree Corners, Georgia 30092
019122001



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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the *Peachtree Dunwoody Pavilion* development located in the City of Sandy Springs, Georgia. The approximately 18.86-acre site is bordered by Peachtree Dunwoody Road to the west, Lake Hearn Drive to the north, and the Medical Center MARTA station to the south. The proposed development will be mixed-use, consisting of residential, office (some of which is existing to remain, including the nursing school), hotel, retail, and restaurant land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due the proposed development exceeding 600,000 SF of mixed-use development within a regional center. The DRI trigger for this development is the submittal of the Rezoning Application with the City of Sandy Springs. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on June 7, 2016 by the City of Sandy Springs.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in Section 3-102, Part F – Livable Centers Initiative (LCI), which states:

...the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.

The project site is located within the Perimeter LCI area and is consistent with the LCI plan. Additionally, the project is consistent with the City of Sandy Springs' recent interim development guidelines, and the Future Land Use category as identified in their Comprehensive Plan.

The proposed development is expected to be completed by 2020 (approximately 4 years), and this analysis will consider the full build-out of the proposed site in 2020. The proposed site consists of the following land uses and densities:

Residential:	335 multi-family apartment units (335,000 SF)
Office:	240,000 SF (new construction)
	343,487 SF (existing to remain as office)
	41,185 SF (existing to be demolished)
Hotel:	200 rooms (160,000 SF)
Retail:	10,000 SF
Restaurant:	20,000 SF
New Construction:	765,000 SF
Existing office to be demolished:	41,185 SF
Existing office to remain:	343,487 SF (includes 88,000 SF nursing school)
Total (existing plus proposed):	1,108,487 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions, alternative transportation mode reductions, and pass-by trip reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *Peachtree Dunwoody Pavilion* development – including residents and employees walking to the restaurant and retail land uses as well as residents working in the office development.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *Peachtree Dunwoody Pavilion* development is located in a regional center with proximity to transit and increased pedestrian facilities, a 20% alternative mode reduction was taken. The project site is located adjacent to the Medical Center MARTA Station and a pedestrian bridge connection is proposed as part of the development. The Medical Center MARTA station is served by the MARTA Rail Red Line with service seven days a week from North Springs to Hartsfield-Jackson International Airport and the MARTA Bus Route 25 with service Monday through Friday along Johnson Ferry Road, which gives connections to Doraville Station, Brookhaven Station, and Lenox Station.

Note: While a 25% alternative mode reduction is typically used by GRTA for similar projects adjacent to MARTA stations, a 20% reduction is being used in this study per conversations between GRTA and Sandy Springs staff; thus resulting in a conservative (higher traffic volumes) analysis.

Pass-by reductions are taken for retail and restaurant trips only. Traffic normally travelling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. For the *Peachtree Dunwoody Pavilion* development, a percentage of the retail/restaurant trips will already be on the adjacent roadways. Therefore, a percentage of these will be considered pass-by. Pass-by reductions were taken for only the retail and restaurant land uses.

Capacity analyses were performed throughout the study network for the Existing 2016 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions.

Existing 2016 conditions represent traffic volumes collected at thirteen (13) intersections during the AM and PM peak periods.

Projected 2020 No-Build conditions represent the 2016 traffic volumes grown for four (4) years at 1.0 percent per year throughout the study network plus project trips from the following approved DRIs:

- DRI #1152 Palisades (originally approved in 2006; revisions approved in 2015)
- DRI #2501 Park Center (under construction; approved in 2015)
- DRI #2567 Crown Towers (DRI completed in 2016)

Projected 2020 Build conditions represent the Projected 2020 No-Build conditions with the addition of the project trips that are anticipated to be generated by the *Peachtree Dunwoody Pavilion* development (DRI #2590).

Based on the **Existing 2016** conditions (*present conditions; i.e. excludes background traffic growth; project trips from DRI #1152, DRI #2501, and DRI #2567; and the estimated project trips from the Peachtree Dunwoody Pavilion DRI*), all but one (1) study intersection operate within the acceptable level-of-service (LOS) standard of E. However, it should be noted that at the intersection of Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7), a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing; thus, no improvements are recommended for this intersection.

Based on the **Projected 2020 No-Build** conditions (*includes background traffic growth and project trips from DRI #1152, DRI #2501, and DRI #2567; but excludes estimated project trips from the Peachtree Dunwoody Pavilion DRI*), all but six (6) study intersections operate within the acceptable level-of-service (LOS) standard of E. However, it should be noted that at the intersection of Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7), a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing; thus, no improvements are recommended for this intersection:

The following recommended improvements result in the following five (5) study intersections operating at or above their level-of-service standard (LOS E) for the Projected 2020 No-Build conditions:

Intersection #1: Peachtree Dunwoody Road at Johnson Ferry Road

- Construct one (1) westbound right-turn lane.
- Convert existing northbound exclusive right-turn lane into a shared through/right-turn lane.

Intersection #3: Peachtree Dunwoody Road at Lake Hearn Drive*

- Convert existing eastbound shared through/left/right-turn lane into a shared through/right-turn lane and construct one (1) eastbound left-turn lane.
- Construct one (1) additional westbound left-turn lane (creating dual left-turn lanes).
- Convert existing northbound exclusive right-turn lane into a shared through/right-turn lane.

**It should be noted that the above improvements for the Peachtree Dunwoody Road at Lake Hearn Drive intersection is included in the project by PCID and is included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

Intersection #10: Peachtree Dunwoody Road at Hammond Drive

- Construct one (1) additional left-turn lane to each approach (dual left-turn lanes on all four approaches).
- Convert existing eastbound and westbound exclusive right-turn lane into a shared through/right-turn lane.
- Convert the southbound channelized right-turn lane into a yield condition.

**It should be noted that the above improvements, along Hammond Drive, are included in the Hammond Drive Corridor Study Concept Plan and are included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

Intersection #12: Ashford Dunwoody Road at Perimeter Summit Parkway

- Convert existing southbound exclusive right-turn lane into a shared through/right-turn lane and construct one (1) additional southbound receiving lane to support two through lanes.

Intersection #13: Hammond Drive at Perimeter Parkway

- Construct one (1) additional northbound left-turn lane (creating dual left-turn lanes).
- Construct one (1) additional westbound left-turn lane (creating dual left-turn lanes).
- Construct one (1) additional eastbound through lane and construct one (1) additional eastbound receiving lane to support three through lanes.
- Convert existing westbound exclusive right-turn lane into a shared through/right-turn lane, and construct one (1) additional westbound receiving lane to support the three through lanes.

**It should be noted that the above improvements, along Hammond Drive, are included in the Hammond Drive Corridor Study Concept Plan and are included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

Based on the **Projected 2020 Build** conditions (*includes background traffic growth; project trips from DRI #1152, DRI #2501, and DRI #2567; and the estimated project trips from the Peachtree Dunwoody Pavilion DRI*) all but six (6) study intersections operate within the acceptable level-of-service (LOS) standard of E. However, it should be noted that at the intersection of Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7), a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing.

The following recommended improvements, IN ADDITION TO the improvements associated with the Projected 2020 No-Build conditions, result in the following two (2) study intersections operating at or above their level-of-service standard (LOS E) and provide sufficient storage for the Projected 2020 Build conditions:

Intersection #3: Peachtree Dunwoody Road at Lake Hearn Drive

- Restripe the northbound left-turn lane to have 150 feet of full-width storage and 50 feet of taper.

Intersection #7: Peachtree Dunwoody Road at Existing/Relocated Driveway 1

- Control this intersection during the AM peak with a police officer (in addition to the PM peak) to aid in limiting delay and queuing.
- Restripe the southbound left-turn lane to have 180 feet of full-width storage and 50 feet of taper upon relocation of Existing Driveway 1, approximately 115 feet farther north.
- Construct one (1) northbound right-turn deceleration lane (ingress) with 100 feet of full-width storage and 50 feet of taper, per Sandy Springs Code of Ordinances, along Peachtree Dunwoody Road to serve traffic entering the site.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the *Peachtree Dunwoody Pavilion* development located in the City of Sandy Springs, Georgia. The approximately 18.86-acre site is bordered by Peachtree Dunwoody Road to the west, Lake Hearn Drive to the north, and the Medical Center MARTA station to the south.

The proposed development will be mixed-use, consisting of residential, office (some of which is existing to remain, including the nursing school), hotel, retail, and restaurant land uses to consist of approximately 1,108,487 square feet (765,000 SF new construction plus 343,487 SF to remain of existing). The project will exceed 600,000 square feet of mixed-use development in a regional center area type and therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) Review.

According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review*, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states:

...the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.

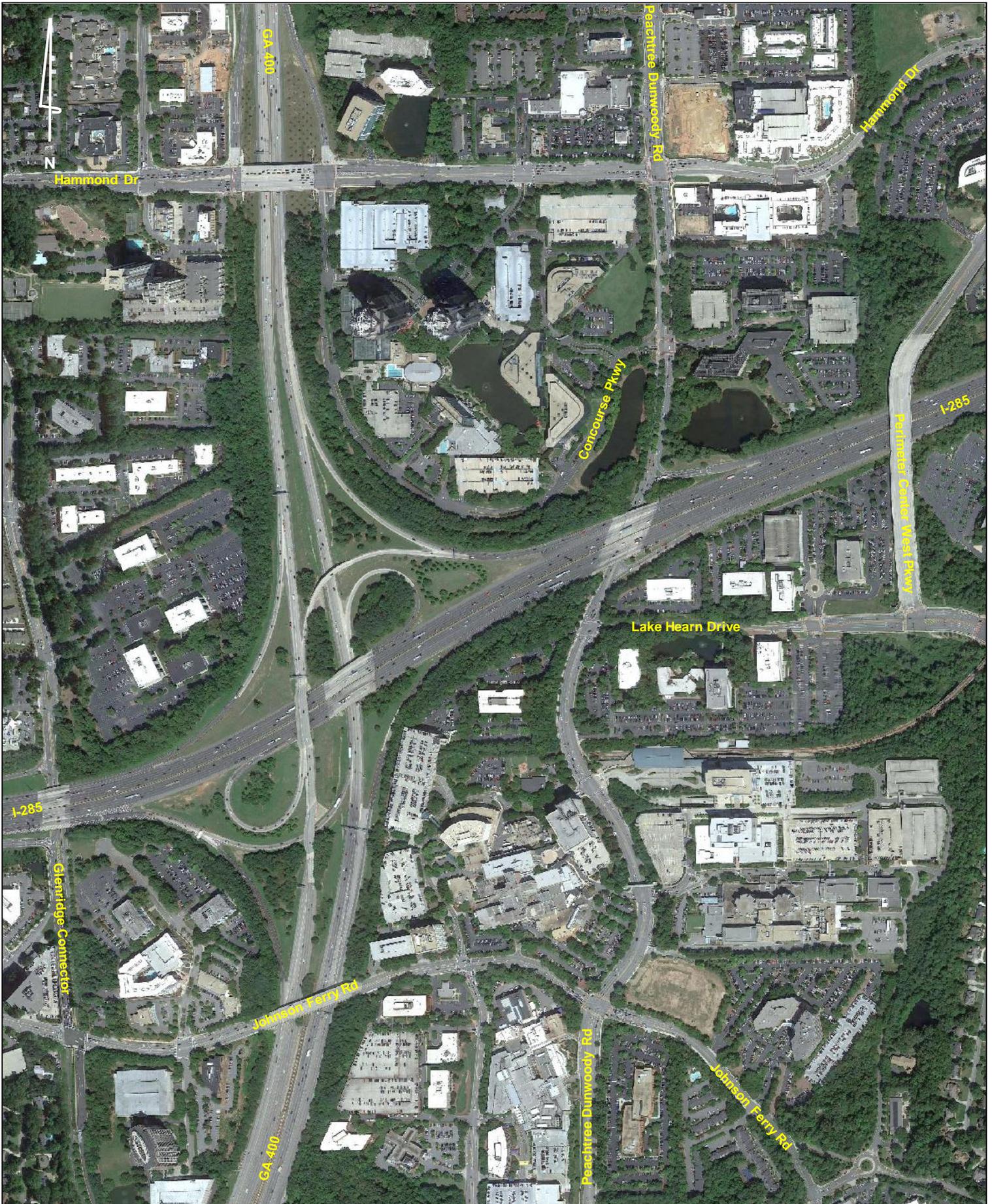
The project site is located within the Perimeter LCI area and is consistent with the LCI plan. Additionally, the project is consistent with the City of Sandy Springs' recent interim development guidelines, and the Future Land Use category as identified in their Comprehensive Plan.

Figure 1 provides the site location of the *Peachtree Dunwoody Pavilion* DRI project. **Figures 2** and **3** provide aerial views of the project site and surrounding area.

The proposed project is expected to be completed by 2020, and this analysis will consider the full build-out of the proposed site in 2020. A summary of the proposed land-use and density is shown below in **Table 1**.

Table 1: Proposed Land Uses	
Residential:	335 multi-family apartments (assume 335,000 SF)
Hotel:	200 rooms (assume 160,000 SF)
Office:	240,000 SF (new construction)
Retail	10,000 SF
Restaurant	20,000 SF
New Density:	765,000 SF
<i>Existing office to be demolished:</i>	<i>41,185 SF</i>
<i>Existing office to remain:</i>	343,487 SF (including 88,000 SF of nursing school)
Total Density (existing plus proposed):	1,108,487 SF





1.2 Site Plan Review

The proposed development is an approximately 18.86-acre site in City of Sandy Springs. The project site is bordered by Peachtree Dunwoody Road to the west, Lake Hearn Drive to the north, and the Medical Center MARTA station to the south. The proposed development will be mixed-use, consisting of approximately 765,000 square feet of residential, office (some of which is existing to remain, including the existing nursing school), hotel, retail, and restaurant land uses.

The property currently consists of 384,672 square feet of occupied office space. Approximately 41,185 square feet of the existing office building will be demolished and the remaining 343,487 square feet will remain as office space, which includes 88,000 square feet of nursing school that occupies an existing building. In total, the project site will consist of approximately 1,108,487 square feet of development.

The project site is currently zoned Office-Institutional (O-I) and is proposed to be zoned MIX. The site's future land use is designated Live-Work Regional (LWR), which allows for higher density. The project site is also located in a Regional Center area and a Regional Employment Corridor area according to ARC's *Unified Growth Policy Map*. Please refer to the Land Use and Zoning maps in Appendix B.

Additionally, the project site is within and adheres to the recommendations in the most recent Perimeter LCI, which qualifies the *Peachtree Dunwoody Pavilion* development for GRTA's expedited review. A reference of the proposed site plan is provided in Appendix C.

A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.3 Site Access

The project site is currently served by one (1) unsignalized full-movement intersection along Peachtree Dunwoody Road and one (1) signalized full-movement intersection along Lake Hearn Drive. No new vehicular access is proposed.

1. Existing/Relocated Driveway 1 – an existing driveway, along Peachtree Dunwoody Road, located approximately 550 feet south of the intersection of Peachtree Dunwoody Road at Lake Hearn Drive. The driveway is currently a side-street stop controlled full-movement driveway. The driveway is proposed to be relocated approximately 115 feet farther north by build-out of the *Peachtree Dunwoody Pavilion* development for improved intersection spacing and is proposed to remain as a side-street stop controlled full-movement driveway. Note: This driveway operates with police officer control during the PM peak period.
2. Existing Driveway 2 – an existing driveway, along Lake Hearn Drive, located approximately 1,145 feet east of the intersection of Peachtree Dunwoody Road at Lake Hearn Drive. The driveway is currently a signalized full-movement driveway and is proposed to remain as a signalized full-movement driveway.

The proposed site access points provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in Appendix C for a visual representation of vehicular access and circulation throughout the proposed development.

The site driveway and internal roadways mentioned above provide access to all parking on the site. Parking will be provided on-site to accommodate the 1,108,487 square feet development as follows:

Parking Required by Code: 2,986 spaces
Parking Provided: 2,999 spaces

1.4 *Bicycle and Pedestrian Facilities*

Pedestrian facilities (sidewalks) currently exist along the project site frontage. Sidewalks currently exist along both sides of Peachtree Dunwoody Road and along the project site frontage on Lake Hearn Drive. Bicycle facilities do not currently exist along the project site frontage. According to the DRI site plan, bicycle lanes and sidewalks along the project site frontage on Peachtree Dunwoody Road are proposed.

1.5 *Transit Facilities*

The project site is located adjacent to the Medical Center MARTA Station and a pedestrian bridge connection is proposed as a part of the *Peachtree Dunwoody Pavilion* development. The Medical Center MARTA Station is served by the MARTA Rail Red Line with service seven days a week from North Springs to Hartsfield-Jackson International Airport and the MARTA Bus Route 25 with service Monday through Friday along Johnson Ferry Road, which gives connections to Doraville Station, Brookhaven Station, and Lenox Station.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 *Growth Rate*

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0 percent per year background traffic growth rate was used for all roadways.

In addition to the background traffic growth rate, the addition of the following developments was incorporated into the background traffic:

DRI #1152 Palisades (originally approved in 2006; revisions approved in 2015)
DRI #2501 Park Center (under construction; approved in 2015)
DRI #2567 Crown Towers (DRI completed in 2016)

2.2 Traffic Data Collection

Weekday peak hour turning movement counts at thirteen (13) intersections were collected during the AM and PM peak periods. The morning and afternoon peak hours varied some between the intersections. Peak hours and dates turning movement counts were collected for all intersections are shown in **Table 2**. Please refer to **Figure 4** for study intersections.

Table 2: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	8:00-9:00 AM	4:45-5:45 PM
2. Peachtree Dunwoody Road at Hollis Cobb Circle	7:30-8:30 AM	4:30-5:30 PM
3. Peachtree Dunwoody Road at Lake Hearn Drive	7:30-8:30 AM	4:30-5:30 PM
4. Peachtree Dunwoody Road at I-285 EB On-Ramp	7:30-8:30 AM	5:30-6:30 PM
5. Peachtree Dunwoody Road at I-285 WB Off-Ramp	7:45-8:45 AM	5:30-6:30 PM
6. Lake Hearn Drive at Perimeter Center Parkway	7:45-8:45 AM	4:30-5:30 PM
7. Peachtree Dunwoody Road at Existing Driveway 1	7:30-8:30 AM	4:30-5:30 PM
8. Lake Hearn Drive at Existing Driveway 2	8:00-9:00 AM	4:45-5:45 PM
9. Peachtree Dunwoody Road at Concourse Parkway	8:00-9:00 AM	5:00-6:00 PM
10. Peachtree Dunwoody Road at Hammond Drive	8:00-9:00 AM	4:00-5:00 PM
11. Glenridge Connector at Johnson Ferry Road	7:30-8:30 AM	5:15-6:15 PM
12. Ashford Dunwoody Road at Perimeter Summit Parkway	7:45-8:45 AM	4:30-5:30 PM
13. Hammond Drive at Perimeter Center Parkway	7:45-8:45 AM	4:30-5:30 PM

The collected peak hour turning movement traffic counts are available upon request.

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Please refer to Appendix D for details. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation								
Land Use (Intensity)	ITE Code	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Apartment (335 units)	220	2,154	1,077	1,077	34	134	131	71
Hotel (200 rooms)	310	1,417	708	709	63	43	61	59
General Office Building (240,000 SF)	710	2,554	1,277	1,277	339	46	59	288
Shopping Center (10,000 SF)	820	427	214	213	6	4	18	19
Quality Restaurant (8,000 SF)	931	720	360	360	3	3	40	20
High-Turnover (Sit-Down) Restaurant (12,000 SF)	932	1,526	763	763	72	58	71	47
Total Gross Trips		8,798	4,399	4,399	517	288	380	504

3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, existing traffic count data, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and City of Sandy Springs. (See Section 5.0 – Trip Distribution and Assignment).

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of E was assumed for all intersections and segments within the study network, due to the DRI location adjacent to a fixed transit guideway facility and located in a major activity center (as defined by regional policies per *GRTA Technical Guidelines Section 3-102.E. Transportation Analysis*). Note: City of Sandy Springs may consider an intersection currently operating at LOS D or better, but operating at LOS E or below in the Projected 2020 Build conditions, as an impact and thus would require mitigation.

3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area, as well as a review of peak hour traffic counts and engineering judgement. As the *Peachtree Dunwoody Pavilion* development is located in and is consistent with the Perimeter LCI, it qualifies for GRTA Expedited Review, consistent with the GRTA Letter of Understanding. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Sandy Springs staff, and includes the following thirteen (13) intersections in **Table 4**.

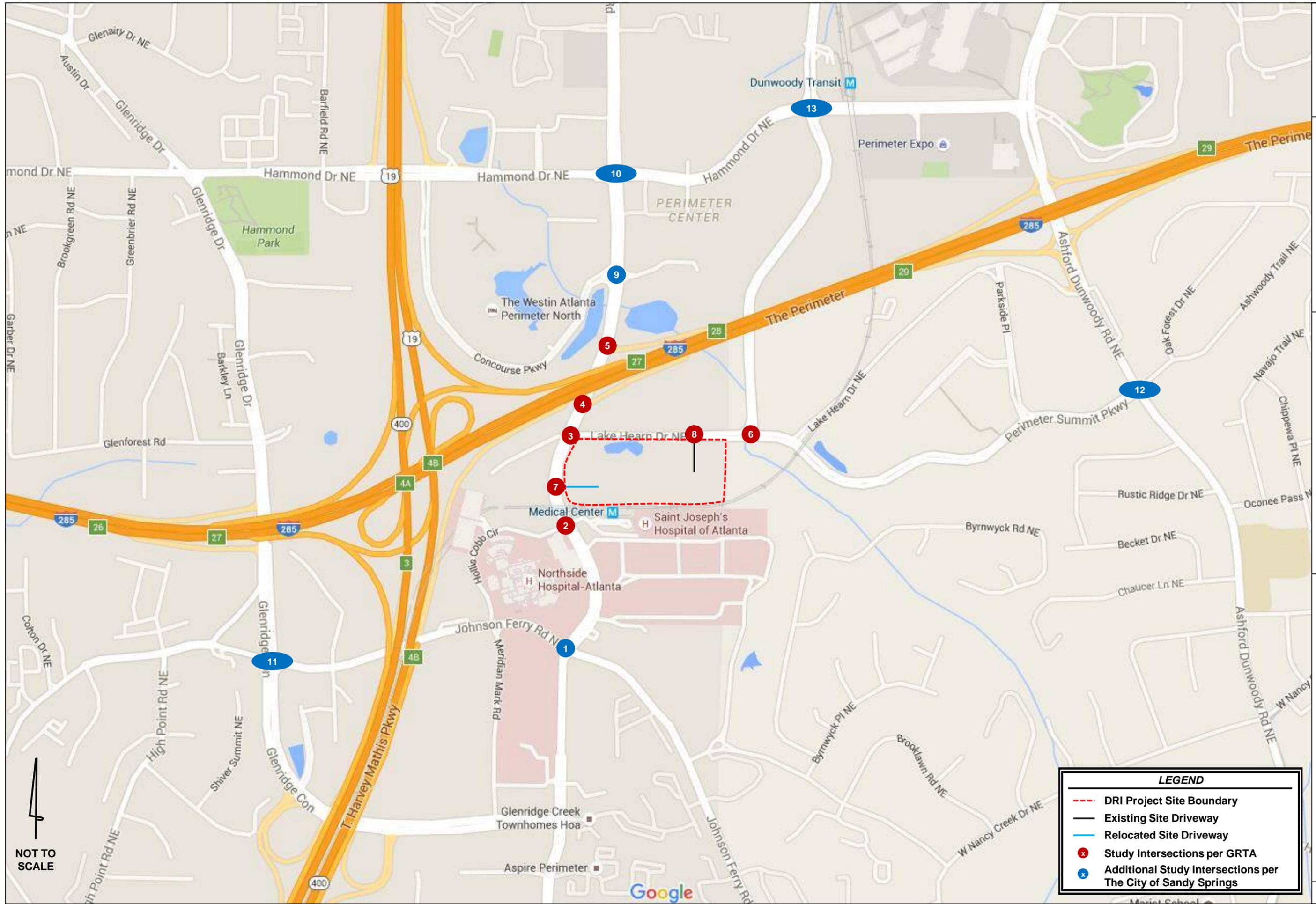
The study network includes twelve (12) signalized intersections and one (1) side-street stop controlled intersection as noted in **Table 4**. The site location and study intersections can be found in **Figure 4**.

Table 4: Intersection Control Summary	
Intersection	Control
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal
2. Peachtree Dunwoody Road at Hollis Cobb Circle	Signal
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal
4. Peachtree Dunwoody Road at I-285 EB On-Ramp	Signal
5. Peachtree Dunwoody Road at I-285 WB Off-Ramp	Signal
6. Lake Hearn Drive at Perimeter Center Parkway	Signal
7. Peachtree Dunwoody Road at Existing Driveway 1	Side-Street Stop
8. Lake Hearn Drive at Existing Driveway 2	Signal
9. Peachtree Dunwoody Road at Concourse Parkway	Signal
10. Peachtree Dunwoody Road at Hammond Drive	Signal
11. Glenridge Connector at Johnson Ferry Road	Signal
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal
13. Hammond Drive at Perimeter Center Parkway	Signal

Each of the above listed intersections was analyzed for the Existing 2016 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions. The Projected 2020 No-Build conditions represent the Existing 2016 traffic volumes grown for four (4) years at 1.0 percent per year throughout the study network plus the addition of the following developments:

- DRI #1152 Palisades (originally approved in 2006; revisions approved in 2015)
- DRI #2501 Park Center (under construction; approved in 2015)
- DRI #2567 Crown Towers (DRI completed in 2016)

The Projected 2020 Build conditions add the project trips associated with the proposed *Peachtree Dunwoody Pavilion* development to the Projected 2020 No-Build conditions.



NOT TO SCALE

LEGEND

- DRI Project Site Boundary
- Existing Site Driveway
- Relocated Site Driveway
- Study Intersections per GRTA
- Additional Study Intersections per The City of Sandy Springs

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic for the entire study area are provided in **Table 5** (bolded roadways run adjacent to the site).

Table 5: Roadway Classifications and AADTs				
Roadway	No. of Lanes	GDOT AADT (2015)	Posted Speed Limit (MPH)	GDOT Classification
Peachtree Dunwoody Road (north of I-285)	4	31,000	35	Minor Arterial
Lake Hearn Drive (east of Existing Driveway 2)	2	7,800*	35	Major Collector
Hammond Drive (east of Perimeter Center Parkway)	4	16,300	35	Minor Arterial
Perimeter Center Parkway	4	5,000**	35	Local Road
Perimeter Summit Parkway	4	9,300*	35	Local Road
Johnson Ferry Road (west of Peachtree Dunwoody Road)	4	23,100	35	Major Collector
Glenridge Connector (north of Johnson Ferry Road)	6	25,200	35	Minor Arterial
Ashford Dunwoody Road (south of Perimeter Summit Parkway)	4	18,900	40	Principal Arterial

*Estimated by taking the ratio of the peak hour volumes between Peachtree Dunwoody Road and roadway.

**Based off tube counts obtained from GRTA.

4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Apartment (Land Use 220), Hotel (Land Use 310), General Office Building (Land Use 710), Shopping Center (Land Use 820), Quality Restaurant (Land Use 931), and High-Turnover (Sit-Down) Restaurant (Land Use 932).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook, Second Edition, 2004*, for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 25.1% daily, 19.4% for the AM peak hour, and 17.2% for the PM peak hour as a result of the anticipated interaction between the residential, office, hotel, retail, and restaurant land uses within the proposed development.

Due to the *Peachtree Dunwoody Pavilion* development being located in a regional center and the adjacent land uses in the area, an alternative transportation (walking, bicycle, and transit) reduction was applied for the project trips. An alternative transportation mode reduction of 20%, consistent with GRTA's Letter of Understanding, was applied to all land uses for this study.

Note: While a 25% alternative mode reduction is typically used by GRTA for similar projects adjacent to MARTA stations, a 20% reduction is being used in this study per conversations between GRTA and Sandy Springs Staff, thus resulting in a conservative (higher traffic volumes) analysis.

Pass-by reductions were determined according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Per ITE guidance, the pass-by trip reduction rate for the proposed retail land use is 34% for the PM peak hour and for the proposed restaurant land use is 43% for the PM peak hour. Per GRTA's DRI Technical Guidelines, the total pass-by trips associated with the development may be limited to 15% of the adjacent roadway's traffic volume. Based on traffic count data, 15% of the adjacent roadway's traffic volume is not the limiting factor for pass-by trip reduction (results in a pass-by trip reduction rate of 15% for the PM peak hour). It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the retail and restaurant land uses. No pass-by reductions were taken for the AM peak hour as pass-by trips are minimal in the morning for retail and restaurant land uses.

The total (net) trips generated and analyzed in this report associated with the *Peachtree Dunwoody Pavilion* development are listed in **Table 6**.

Table 6: Net Trip Generation									
	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Gross Project Trips	8,798	4,399	4,399	805	517	288	884	380	504
<i>Mixed-Use Reduction</i>	-2,210	-1,105	-1,105	-156	-78	-78	-152	-76	-76
<i>Alternative Mode Reduction</i>	-1,316	-658	-658	-130	-88	-42	-147	-61	-86
Driveway Volumes	5,272	2,636	2,636	519	351	168	585	243	342
<i>Pass-By Reduction</i>	-520	-260	-260	-0	-0	-0	-46	-23	-23
Net New Trips	4,752	2,376	2,376	519	351	168	539	220	319

A more detailed trip generation analysis summary table is provided in Appendix D.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Sandy Springs staff.

Figure 5 and **Figure 6** display the anticipated projected trip distribution and assignment of residential and non-residential project trips, respectively, throughout the study roadway network. These percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The expected combined peak hour project trips by turning movement throughout the study network, generated by the proposed *Peachtree Dunwoody Pavilion* development, are shown in **Figure 7**.

Detailed intersection volume worksheets can also be found in Appendix E.

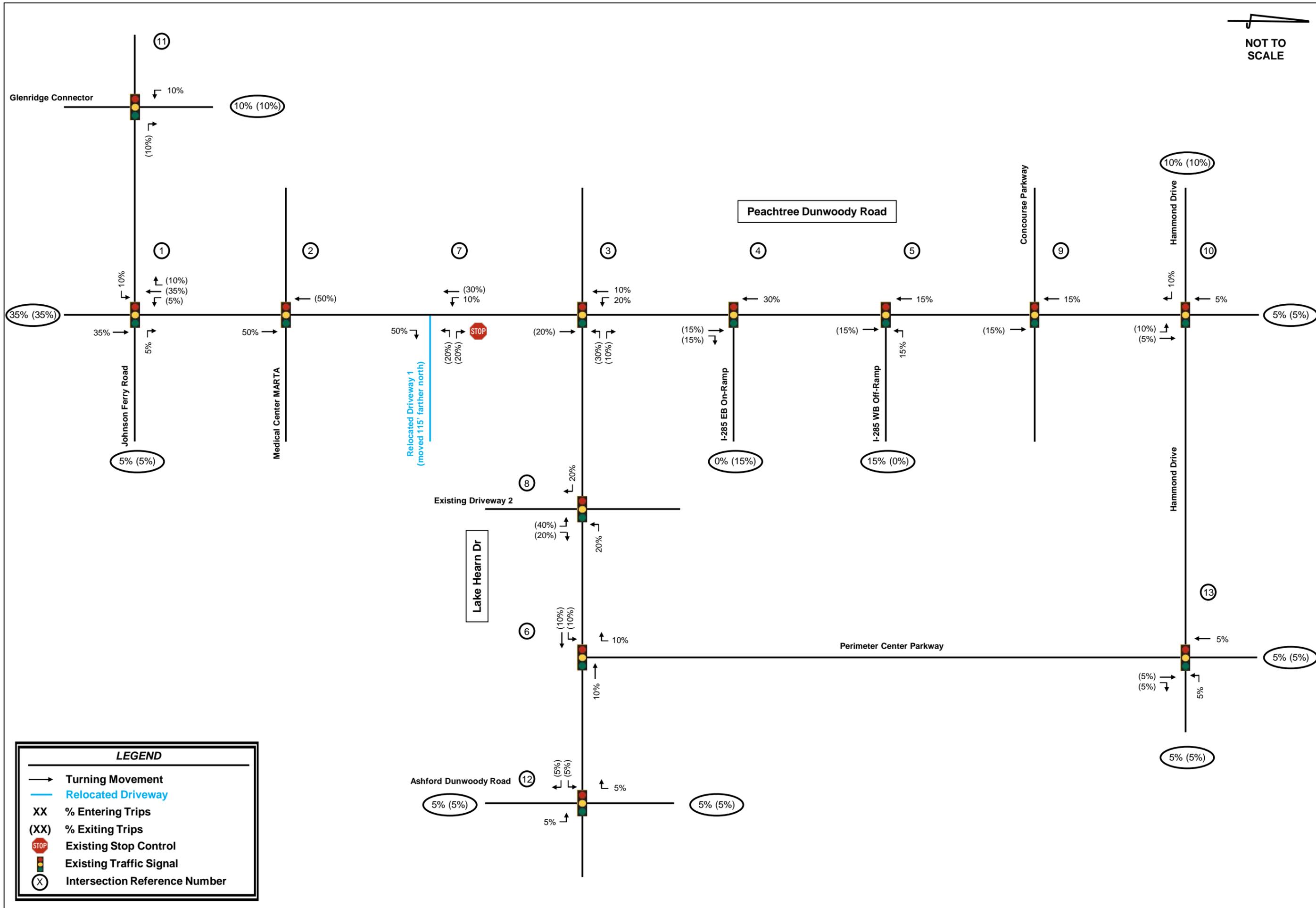


Figure 5

Residential Trip Distribution and Assignment

Peachtree Dunwoody Pavilion DRI #2590 Transportation Analysis



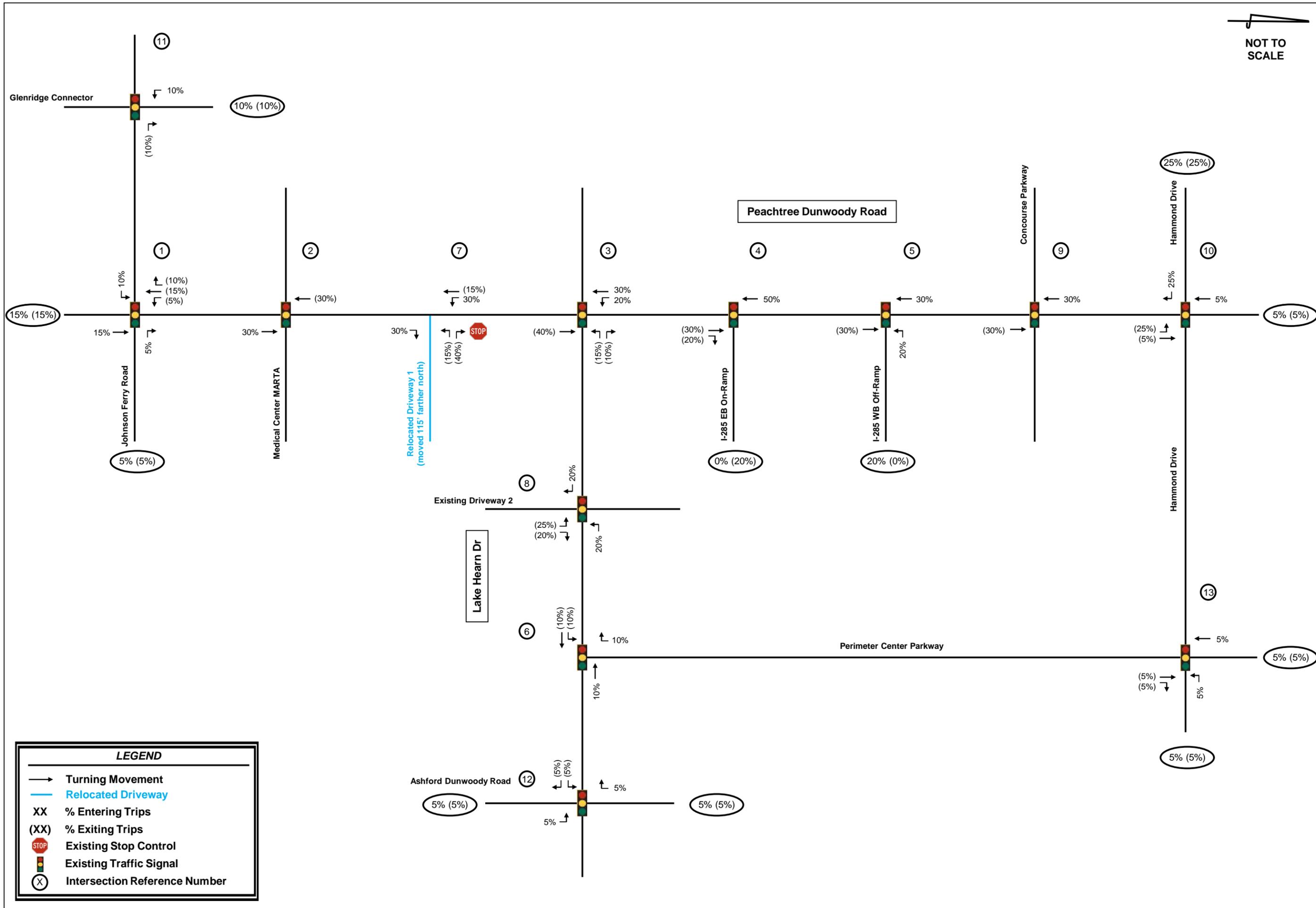


Figure 6

Non-Residential Trip Distribution and Assignment

Peachtree Dunwoody Pavilion DRI #2590 Transportation Analysis



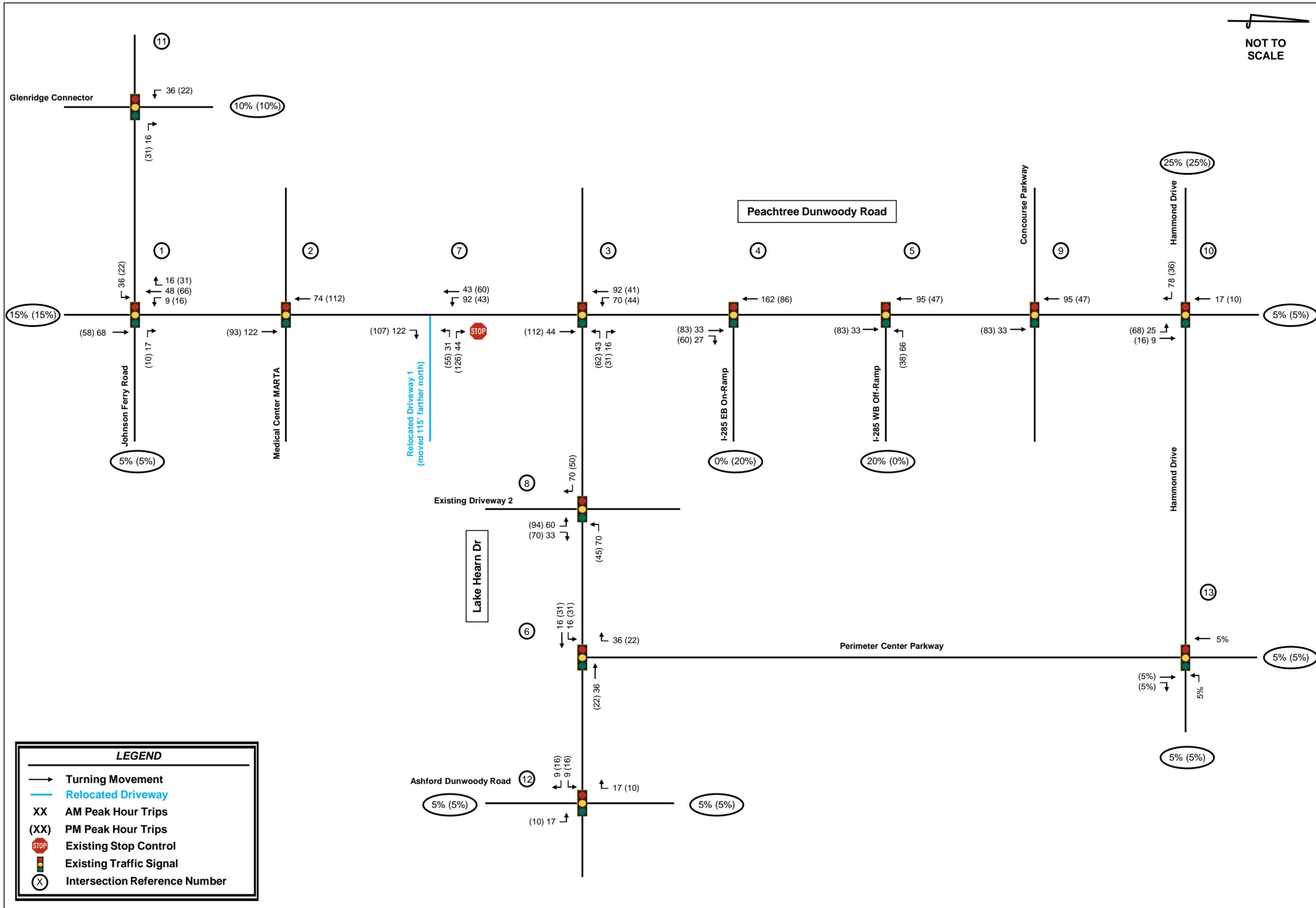


Figure 7

Project Trips

Peachtree Dunwoody Pavilion
DRI #2590
Transportation Analysis



6.0 TRAFFIC ANALYSIS

6.1 Existing 2016 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 8**. The results of the capacity analyses for the Existing 2016 conditions are shown in **Table 7**.

Table 7: Existing 2016 Intersection Levels-of-Service <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach	LOS Standard	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal	Overall	E	E (78.8)	E (68.6)
2. Peachtree Dunwoody Road at Hollis Cobb Circle	Signal	Overall	E	B (18.0)	C (24.1)
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	Overall	E	C (21.3)	D (46.7)
4. Peachtree Dunwoody Road at I-285 EB On-Ramp	Signal	Overall	E	A (3.7)	B (12.7)
5. Peachtree Dunwoody Road at I-285 WB Off-Ramp	Signal	Overall	E	D (39.1)	B (13.0)
6. Lake Hearn Drive at Perimeter Center Parkway	Signal	Overall	E	B (13.3)	B (17.6)
7. Peachtree Dunwoody Road at Existing Driveway 1	Side-Street Stop	WB Stop	E	B (12.6)	F* (**)
		SB Left	E	C (15.8)	B* (12.2)
8. Lake Hearn Drive at Existing Driveway 2	Signal	Overall	E	A (6.8)	B (14.4)
9. Peachtree Dunwoody Road at Concourse Parkway	Signal	Overall	E	B (17.4)	D (37.1)
10. Peachtree Dunwoody Road at Hammond Drive	Signal	Overall	E	D (45.1)	E (57.6)
11. Glenridge Connector at Johnson Ferry Road	Signal	Overall	E	E (57.5)	E (72.0)
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal	Overall	E	C (27.5)	E (58.3)
13. Hammond Drive at Perimeter Center Parkway	Signal	Overall	E	C (34.0)	D (45.4)

* A police officer currently controls this intersection to aid in reducing delay and queuing.

**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

As shown in **Table 7**, all but one (1) study intersection operate within the acceptable level-of-service (LOS) standard of E. However, it should be noted that at the intersection of Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7), a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing; thus, no improvements are recommended for the Existing 2016 conditions scenario.

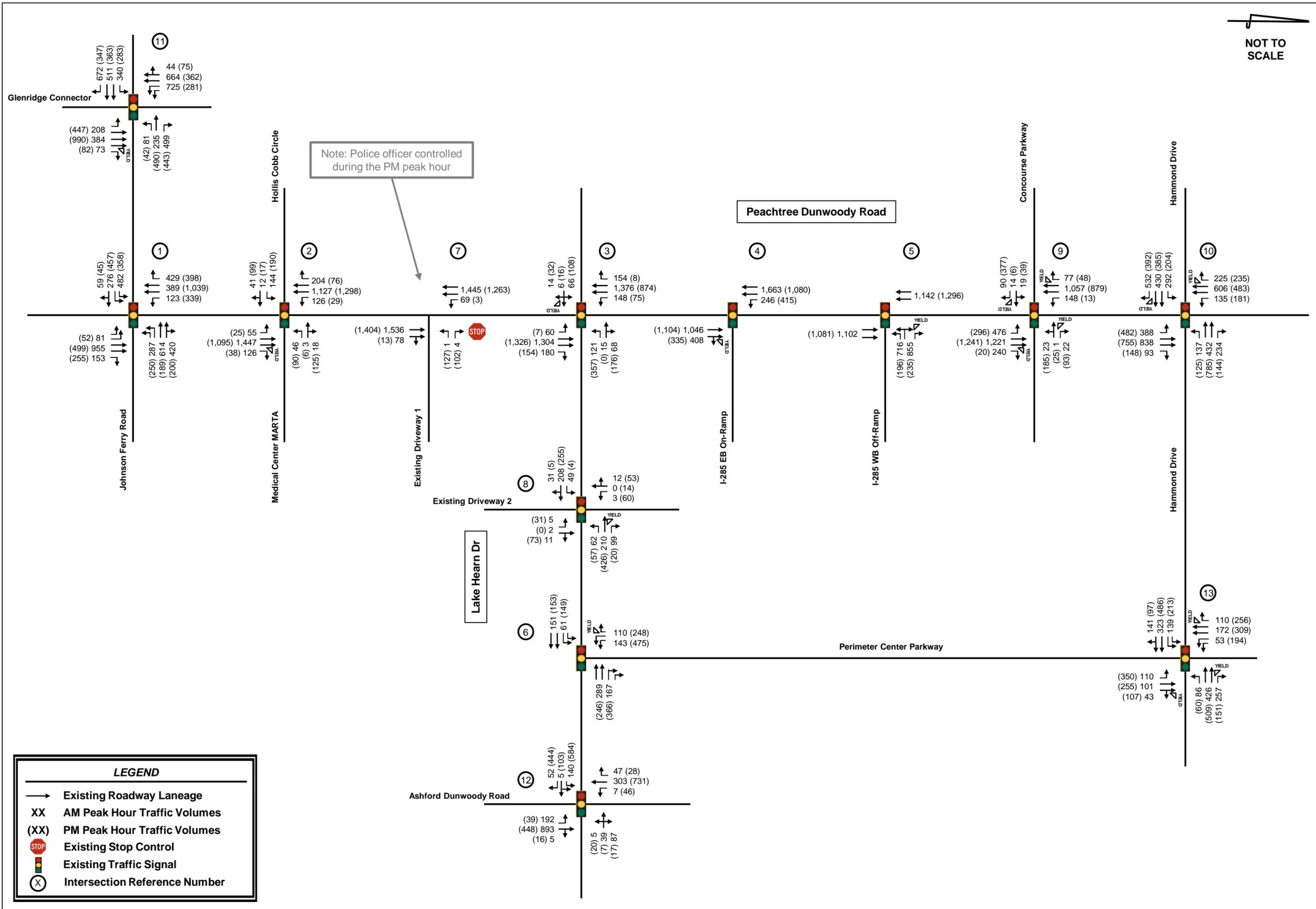


Figure 8

Existing 2016 Traffic Conditions

Peachtree Dunwoody Pavilion DRI #2590 Transportation Analysis



6.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development for the Projected 2020 No-Build conditions, the existing traffic volumes were increased for four (4) years at 1.0 percent per year throughout the study network. The additional traffic associated with the following developments were incorporated:

- DRI #1152 Palisades (originally approved in 2006; revisions approved in 2015)
- DRI #2501 Park Center (under construction; approved in 2015)
- DRI #2567 Crown Towers (DRI completed in 2016)

These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2020 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2020 No-Build conditions are shown in **Table 8**.

Table 8: Projected 2020 No-Build Intersection Levels-of-Service <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach	LOS Standard	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal	Overall	E	F (117.8)	F (81.7)
2. Peachtree Dunwoody Road at Hollis Cobb Circle	Signal	Overall	E	C (22.8)	C (28.1)
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	Overall	E	C (25.9)	F (99.6)
4. Peachtree Dunwoody Road at I-285 EB On-Ramp	Signal	Overall	E	A (7.7)	C (27.4)
5. Peachtree Dunwoody Road at I-285 WB Off-Ramp	Signal	Overall	E	E (63.2)	B (15.5)
6. Lake Hearn Drive at Perimeter Center Parkway	Signal	Overall	E	C (20.4)	C (32.0)
7. Peachtree Dunwoody Road at Existing Driveway 1	Side-Street Stop	WB Stop	E	C (16.0)	F* (**)
		SB Left	E	C (24.1)	B* (14.2)
8. Lake Hearn Drive at Existing Driveway 2	Signal	Overall	E	A (7.6)	B (19.9)
9. Peachtree Dunwoody Road at Concourse Parkway	Signal	Overall	E	C (23.3)	D (49.2)
10. Peachtree Dunwoody Road at Hammond Drive	Signal	Overall	E	E (61.7)	F (114.9)
11. Glenridge Connector at Johnson Ferry Road	Signal	Overall	E	E (59.3)	E (77.9)
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal	Overall	E	C (28.9)	F (118.8)
13. Hammond Drive at Perimeter Center Parkway	Signal	Overall	E	F (83.7)	F (173.4)

* A police officer currently controls this intersection to aid in reducing delay and queuing.

**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

As shown in **Table 8**, Peachtree Dunwoody Road at Johnson Ferry Road (Intersection 1) and Hammond Drive at Perimeter Center Parkway (Intersection 13) are projected to operate at a level-of-service F during the AM and PM peak hours in the Projected 2020 No-Build condition. Peachtree Dunwoody Road at Lake Hearn Drive (Intersection 3), Peachtree Dunwoody Road at Hammond Drive (Intersection 10), and Ashford Dunwoody Road at Perimeter Summit Parkway (Intersection 12) are projected to operate at level-of-service F during the PM peak hour in the Projected 2020 No-Build condition.

It should be noted that at the intersection of Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7), a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing; thus, no improvements are recommended for this intersection.

Based on the Projected 2020 No-Build conditions, the following improvements are recommended:

Intersection #1: Peachtree Dunwoody Road at Johnson Ferry Road

- Construct one (1) westbound right-turn lane.
- Convert existing northbound exclusive right-turn lane into a shared through/right-turn lane.

Intersection #3: Peachtree Dunwoody Road at Lake Hearn Drive*

- Convert existing eastbound shared through/left/right-turn lane into a shared through/right-turn lane and construct one (1) eastbound left-turn lane.
- Construct one (1) additional westbound left-turn lane (creating dual left-turn lanes).
- Convert existing northbound exclusive right-turn lane into a shared through/right-turn lane.

**It should be noted that the above improvements for the Peachtree Dunwoody Road at Lake Hearn Drive intersection is included in the project by PCID and is included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

Intersection #10: Peachtree Dunwoody Road at Hammond Drive

- Construct one (1) additional left-turn lane to each approach (dual left-turn lanes on all four approaches).
- Convert existing eastbound and westbound exclusive right-turn lane into a shared through/right-turn lane.
- Convert the southbound channelized right-turn lane into a yield condition.

**It should be noted that the above improvements, along Hammond Drive, are included in the Hammond Drive Corridor Study Concept Plan and are included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

Intersection #12: Ashford Dunwoody Road at Perimeter Summit Parkway

- Convert existing southbound exclusive right-turn lane into a shared through/right-turn lane and construct one (1) additional southbound receiving lane to support two through lanes.

Intersection #13: Hammond Drive at Perimeter Parkway

- o Construct one (1) additional northbound left-turn lane (creating dual left-turn lanes).
- o Construct one (1) additional westbound left-turn lane (creating dual left-turn lanes).
- o Construct one (1) additional eastbound through lane and construct one (1) additional eastbound receiving lane to support three through lanes.
- o Convert existing westbound exclusive right-turn lane into a shared through/right-turn lane, and construct one (1) additional westbound receiving lane to support the three through lanes.

**It should be noted that the above improvements, along Hammond Drive, are included in the Hammond Drive Corridor Study Concept Plan and are included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

The results of the capacity analyses for the Projected 2020 No-Build Improved conditions are shown in **Table 9**.

Table 9: Projected 2020 No-Build Intersection Levels-of-Service - IMPROVED					
<i>LOS (delay in seconds)</i>					
Intersection	Control	Approach	LOS Standard	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal	Overall	E	E (68.1)	E (77.5)
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	Overall	E	C (20.9)	D (47.9)
10. Peachtree Dunwoody Road at Hammond Drive	Signal	Overall	E	D (54.9)	E (61.6)
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal	Overall	E	C (30.8)	D (40.9)
13. Hammond Drive at Perimeter Center Parkway	Signal	Overall	E	D (52.8)	E (63.3)

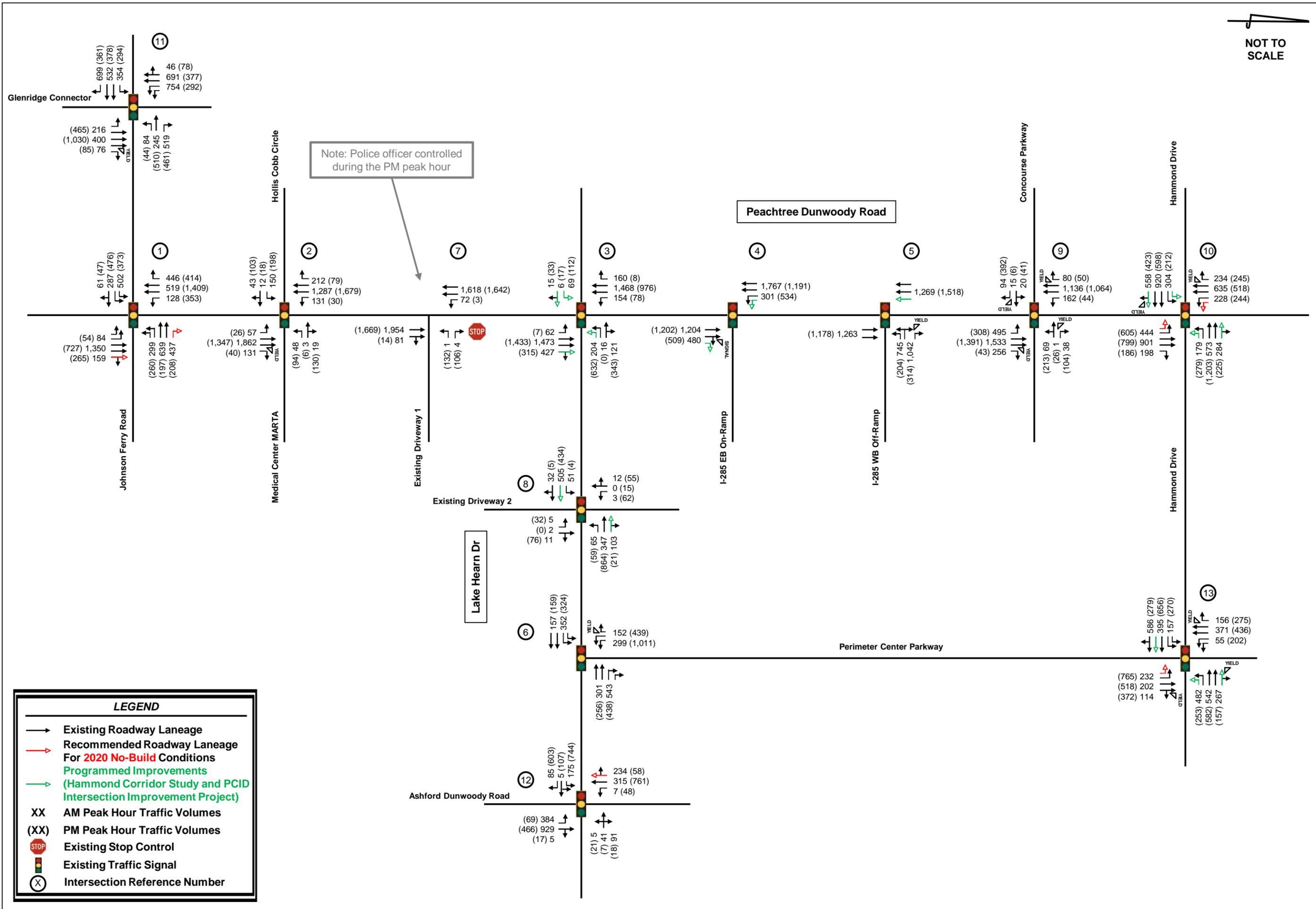


Figure 9

Projected 2020 No-Build Traffic Conditions

Peachtree Dunwoody Pavilion DRI #2590 Transportation Analysis

6.3 Projected 2022 Build Conditions

The traffic associated with the proposed *Peachtree Dunwoody Pavilion* development was added to the Projected 2020 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 Build conditions were analyzed using existing roadway geometry, existing intersection control types, and proposed driveway laneage per the DRI site plan.

The intersection laneage and traffic volumes for the Projected 2020 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2020 Build conditions are displayed in **Table 10**.

Table 10: Projected 2020 Build Intersection Levels-of-Service <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach	LOS Standard	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal	Overall	E	F (131.4)	F (89.0)
2. Peachtree Dunwoody Road at Hollis Cobb Circle	Signal	Overall	E	C (33.0)	C (29.4)
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	Overall	E	C (33.0)	F (119.5)
4. Peachtree Dunwoody Road at I-285 EB On-Ramp	Signal	Overall	E	A (8.2)	C (29.9)
5. Peachtree Dunwoody Road at I-285 WB Off-Ramp	Signal	Overall	E	E (70.9)	B (16.7)
6. Lake Hearn Drive at Perimeter Center Parkway	Signal	Overall	E	C (21.9)	C (36.3)
7. Peachtree Dunwoody Road at Existing/Relocated Driveway 1	Side-Street Stop	WB Stop	E	F (**)	F* (**)
		SB Left	E	F (**)	C* (16.8)
8. Lake Hearn Drive at Existing Driveway 2	Signal	Overall	E	B (14.2)	C (24.3)
9. Peachtree Dunwoody Road at Concourse Parkway	Signal	Overall	E	C (24.4)	D (50.1)
10. Peachtree Dunwoody Road at Hammond Drive	Signal	Overall	E	E (64.4)	F (123.6)
11. Glenridge Connector at Johnson Ferry Road	Signal	Overall	E	E (59.6)	E (78.7)
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal	Overall	E	C (29.5)	F (125.8)
13. Hammond Drive at Perimeter Center Parkway	Signal	Overall	E	F (91.4)	F (179.6)

* A police officer was seen at this intersection to aid in reducing delay and queuing.

**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

As shown in **Table 10**, Peachtree Dunwoody Road at Johnson Ferry Road (Intersection 1) and Hammond Drive at Perimeter Center Parkway (Intersection 13) are projected to operate at a level-of-service F during the AM and PM peak hours in the Projected 2020 Build condition. Peachtree Dunwoody Road at Lake Hearn Drive (Intersection 3), Peachtree Dunwoody Road at Hammond Drive (Intersection 10), and Ashford Dunwoody Road at Perimeter Summit Parkway (Intersection 12) are projected to operate at level-of-service F during the PM peak hour in the Projected 2020 Build condition.

In the case of Peachtree Dunwoody Road at Existing/Relocated Driveway 1 (Intersection 7), which is a side-street stop controlled intersection, it is not uncommon for the side street stop-controlled approaches to experience long delays when there is heavy main street volume. It should be noted that a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing. A police officer is recommended to control this intersection during the AM peak as well, to aid in limiting delay and queuing.

Based on the Projected 2020 Build conditions, the following improvements are recommended IN ADDITION to the improvements recommended in the Projected 2020 No-Build conditions:

Intersection #3: Peachtree Dunwoody Road at Lake Hearn Drive

- o Restripe the northbound left-turn lane to have 150 feet of full-width storage and 50 feet of taper. Please see *Section 7.0* for the queuing analysis.

Intersection #7: Peachtree Dunwoody Road at Existing/Relocated Driveway 1

- o Control this intersection during the AM peak with a police officer (in addition to the PM peak) to aid in limiting delay and queuing.
- o Restripe the southbound left-turn lane to have 180 feet of full-width storage and 50 feet of taper upon relocation of Existing Driveway 1, approximately 115 feet farther north. Please see *Section 7.0* for the queuing analysis.
- o Construct one (1) northbound right-turn deceleration lane (ingress) with 100 feet of full-width storage and 50 feet of taper, per Sandy Springs Code of Ordinances, along Peachtree Dunwoody Road to serve traffic entering the site.

The results of the capacity analyses for the Projected 2020 Build Improved conditions are shown in **Table 11**.

Table 11: Projected 2020 Build Intersection Levels-of-Service - IMPROVED					
<i>LOS (delay in seconds)</i>					
Intersection	Control	Approach	LOS Standard	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal	Overall	E	E (73.8)	E (79.6)
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	Overall	E	C (27.5)	D (54.9)
10. Peachtree Dunwoody Road at Hammond Drive	Signal	Overall	E	E (57.1)	E (71.3)
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal	Overall	E	C (32.6)	D (43.1)
13. Hammond Drive at Perimeter Center Parkway	Signal	Overall	E	D (53.1)	E (73.3)

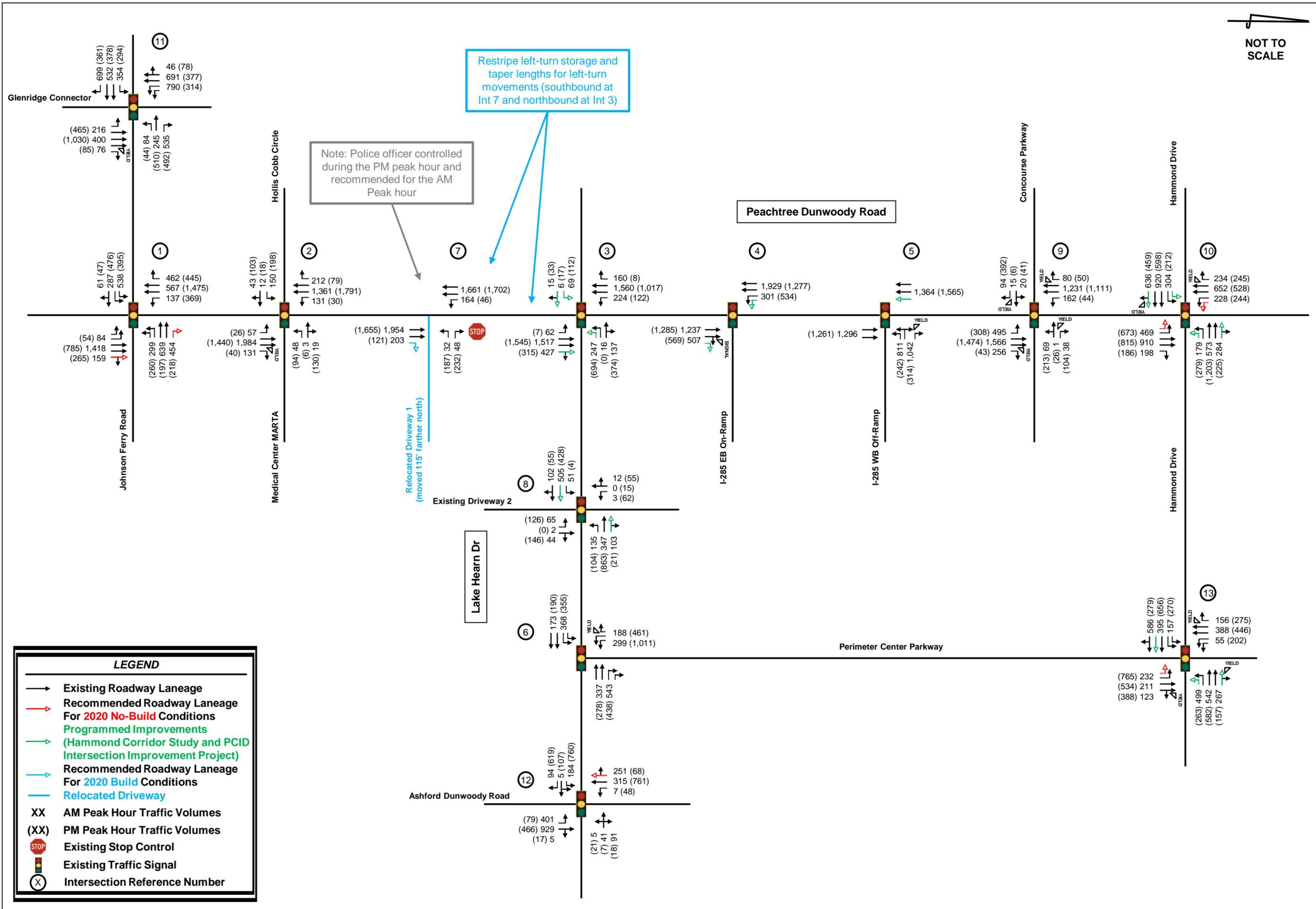


Figure 10

Projected 2020 Build Traffic Conditions

Peachtree Dunwoody Pavilion DRI #2590 Transportation Analysis

7.0 QUEUING ANALYSIS

A queuing analysis was performed for the weekday AM and PM peak hours for the intersections of Peachtree Dunwoody Road at Lake Hearn Drive (Intersection 3) and Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7) using *Synchro 9.0*. This queuing analysis focused on the southbound left-turn movement into the site along Peachtree Dunwoody Road under the Existing 2016 conditions, Projected 2020 No-Build Improved conditions, and the Projected 2020 Build Improved conditions. The 95th percentile queue lengths for the turning movements are summarized in **Table 12** below.

Table 12: Queuing Analysis 95 th Percentile Queue Lengths, in feet						
Intersection	Control	Approach	Storage Length	Taper Length	AM Peak Queue	PM Peak Queue
Existing 2016 Conditions						
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	NB Left	150'	100'	15'	5'
7. Peachtree Dunwoody Road at Existing Driveway 1	Stop	SB Left	205'	90'	20'	5'
2020 No-Build Conditions						
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	NB Left	150'	100'	10'	5'
7. Peachtree Dunwoody Road at Existing Driveway 1	Stop	SB Left	205'	90'	30'	5'
2020 Build Conditions						
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	NB Left	150'	100'	20'	5'
7. Peachtree Dunwoody Road at Existing/Relocated Driveway 1	Stop	SB Left	120'	60'	175'	15'

**Note: Based on a site visit on 5/26/2016, where queues were observed during the AM peak hour, one or two cars were observed in the queue to make the southbound left-turn movement most of the time. It should be noted there was one occasion where seven cars were observed in the queue to make the southbound left-turn movement.*

From **Table 12**, the queuing of the southbound left-turn movement entering the site along Peachtree Dunwoody Road at Existing/Relocated Driveway 1 (Intersection 7) may not be sufficient during the AM peak under the 2020 Build conditions. To ensure sufficient storage is available for the southbound left-turn movement, Kimley-Horn recommends the following:

Intersection #3: Peachtree Dunwoody Road at Lake Hearn Drive

- o Restripe the northbound left-turn lane to have 150 feet of full-width storage and 50 feet of taper.

Intersection #7: Peachtree Dunwoody Road at Existing/Relocated Driveway 1

- o Control this intersection during the AM peak with a police officer (in addition to the PM peak) to allow vehicles to aid in limiting delay and queuing.
- o Restripe the southbound left-turn lane to have 180 feet of full-width storage and 50 feet of taper upon relocation of the Existing Driveway 1, approximately 115 feet farther north.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC’s Transportation Improvement Program (TIP), GDOT Statewide TIP (STIP), *Plan 2040* Regional Transportation Program (RTP), GDOT’s Construction Work Program, and City of Sandy Springs’s Comprehensive Transportation Plan (CTP) the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 13** below.

Table 13: Programmed Improvements			
#	Year	Project ID	Project Description
1	2017	-	Hammond Drive Corridor Study – evaluate auto, pedestrian, bicycle, and transit accommodations along the Hammond Drive corridor.
2	2020	FN-282	SR 9 (Roswell Road) – ITS system expansion/congestion reduction and traffic flow improvements from Atlanta city limits to Abernathy Road.
3	2020	FN-298	Glenridge Drive, Hammond Drive, and Peachtree Dunwoody Road – upgrade ITS within the Perimeter Center area in the City of Sandy Springs.
4	2020	AR-957	I-285 Interchange @ SR 400 – interchange reconstruction along I-285.
5	2020	AR-957A	I-285 Interchange @ SR 400 – interchange reconstruction and collector-distributor construction phase along SR 400. This project includes the Abernathy Road Diverging Diamond Interchange at SR 400 and the Mount Vernon Highway Bridge widening over SR 400.
6	2020	-	Lake Hearn Drive at Peachtree Dunwoody Road – intersection improvements along Peachtree Dunwoody Road and Lake Hearn Drive to be more user friendly to pedestrians, cyclists, and vehicular traffic.
7	Mid-Range	City of Sandy Springs CTP #C13	Mount Vernon Highway – improve Mount Vernon Highway between Northside Drive and Peachtree Dunwoody Road to maintain two through lanes with intersection turn lanes, sidewalks, and bicycle lanes.
8	2030	FN-267	Hammond Drive – widening of Hammond Drive from SR 9 (Roswell Road) to Glenridge Drive.
9	2030	AR-ML-200	Revive 285 (I-285) – install 4 managed lanes (2 in each direction) between I-75 and I-85 on I-285 North.
10	2030	DK-401	Revive 285 (I-295) – construct collector/distributor lanes along I-285 North from Ashford Dunwoody Road to SR 141 (Peachtree Industrial Boulevard).
11	2040	AR-ML-300	SR 400 – install 4 managed lanes (2 in each direction) between I-285 and Holcomb Bridge and install 2 managed lanes (1 in each direction) between Holcomb Bridge Road and McFarland Parkway.
12	2040	AR-409A	Revive 285 – set aside funds for protective right-of-way acquisition for the I-285 North corridor high capacity rail service from the Cumberland/Galleria area to Perimeter Center.
13	*	-	Westside Connector – new off ramp between I-285 westbound off ramp on Ashford Dunwoody Road to Perimeter Center Parkway.

* Completion date has yet to be determined.

Fact sheets for projects can be found in Appendix F.

9.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Peachtree Dunwoody Pavilion* development is proposed at two (2) locations. Site driveway locations are discussed in *Section 1.3*. Driveway 1 is currently unsignalized and is proposed to be relocated approximately 115 feet farther north and to remain unsignalized in the Projected 2020 Build conditions. Driveway 2 is currently signalized and is proposed to remain signalized in the Projected 2020 Build conditions.

The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provides access to all buildings and parking facilities.

Capacity analyses were conducted for the site access intersections identified using *Synchro 9.0*. The results of the capacity analyses (LOS, delay, and recommended laneage) are reported in *Section 6.3*. Based on the Projected 2020 Build conditions, the signalized driveway is anticipated to operate at an acceptable level-of-service. In the case of the unsignalized driveway, which is a side-street stop controlled intersection, it is not uncommon for the side street stop-controlled approaches to experience long delays when there is heavy main street volume.

It should be noted that a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing. A police officer is recommended to control this intersection during the AM peak as well, to aid in limiting delay and queuing.

10.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all warehousing buildings and parking on the site. A detailed copy of the proposed site plan can be found in Appendix C and a full-sized site plan is attached to the report.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014* for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook, Second Edition, 2004* for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 25.1% daily, 19.4% for the AM peak hour, and 17.2% for the PM peak hour as a result of the anticipated interaction between the residential, office, hotel, retail, and restaurant land uses within the proposed development.

11.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of 384,672 square feet of occupied office space, which includes 88,000 square feet of nursing school. The project site is currently zoned Office-Institutional (O-I) and is proposed to be zoned MIX. The site's future land use is designated Live-Work Regional (LWR), which allows for higher density. The project site is also located in a Regional Center area and a Regional Employment Corridor area according to the ARC's *Unified Growth Policy Map*.

The most recent LCI study for *Perimeter CID, Perimeter @ The Center – Future Focus* focuses on creating high density mixed-use transit villages surrounding MARTA stations that promote connectivity, specifically via pedestrian walkways. The *Peachtree Dunwoody Pavilion* development is consistent with the goals of the LCI as it consists of approximately 765,000 square feet of mixed-use development and proposes a pedestrian bridge connection to the adjacent Medical Center MARTA station. The land use maps are provided in Appendix B.

This development is designed as a "Transit Village" as it provides a direct link between development and transit and encourages a balanced range of land uses that offer "live, work, play" options. These developments are intended to be within a half-mile radius of an existing MARTA station and vertically integrate residential, office, hotel, and retail land uses.

Appendix A
Site Photo Log

Peachtree Dunwoody Pavilion DRI

Photo No. 1



Comments: Peachtree Dunwoody Road at Existing Driveway 1. Photo looking south from Existing Driveway 1.

Photo No. 2



Comments: Peachtree Dunwoody Road at Existing Driveway 1. Photo looking north from Existing Driveway 1.

Peachtree Dunwoody Pavilion DRI

Photo No. 3



Comments: Peachtree Dunwoody Road at Existing Driveway 1. Photo looking east towards Existing Driveway 1.

Photo No. 4



Comments: Lake Hearn Drive at Existing Driveway 2. Photo looking west from Existing Driveway 2.

Peachtree Dunwoody Pavilion DRI

Photo No. 5



Comments: Lake Hearn Drive at Existing Driveway 2. Photo looking east from Existing Driveway 2.

Photo No. 6



Comments: Lake Hearn Drive at Existing Driveway 2. Photo looking south towards Existing Driveway 2.

Peachtree Dunwoody Pavilion DRI

Photo No. 7



Comments: Peachtree Dunwoody Road at Existing Driveway 1. Observed southbound left-turn queue during AM peak. Photo looking north.

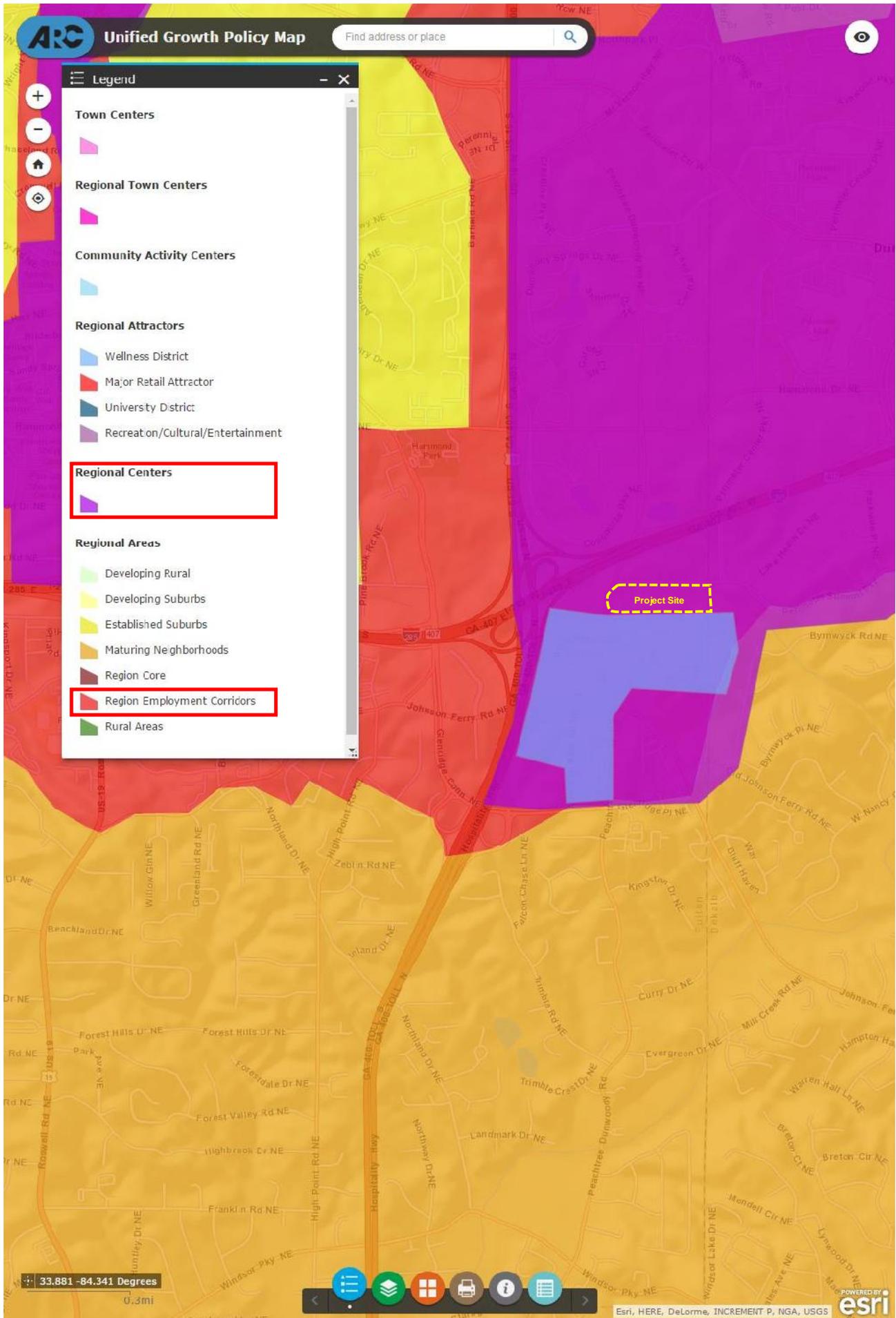
Photo No. 8

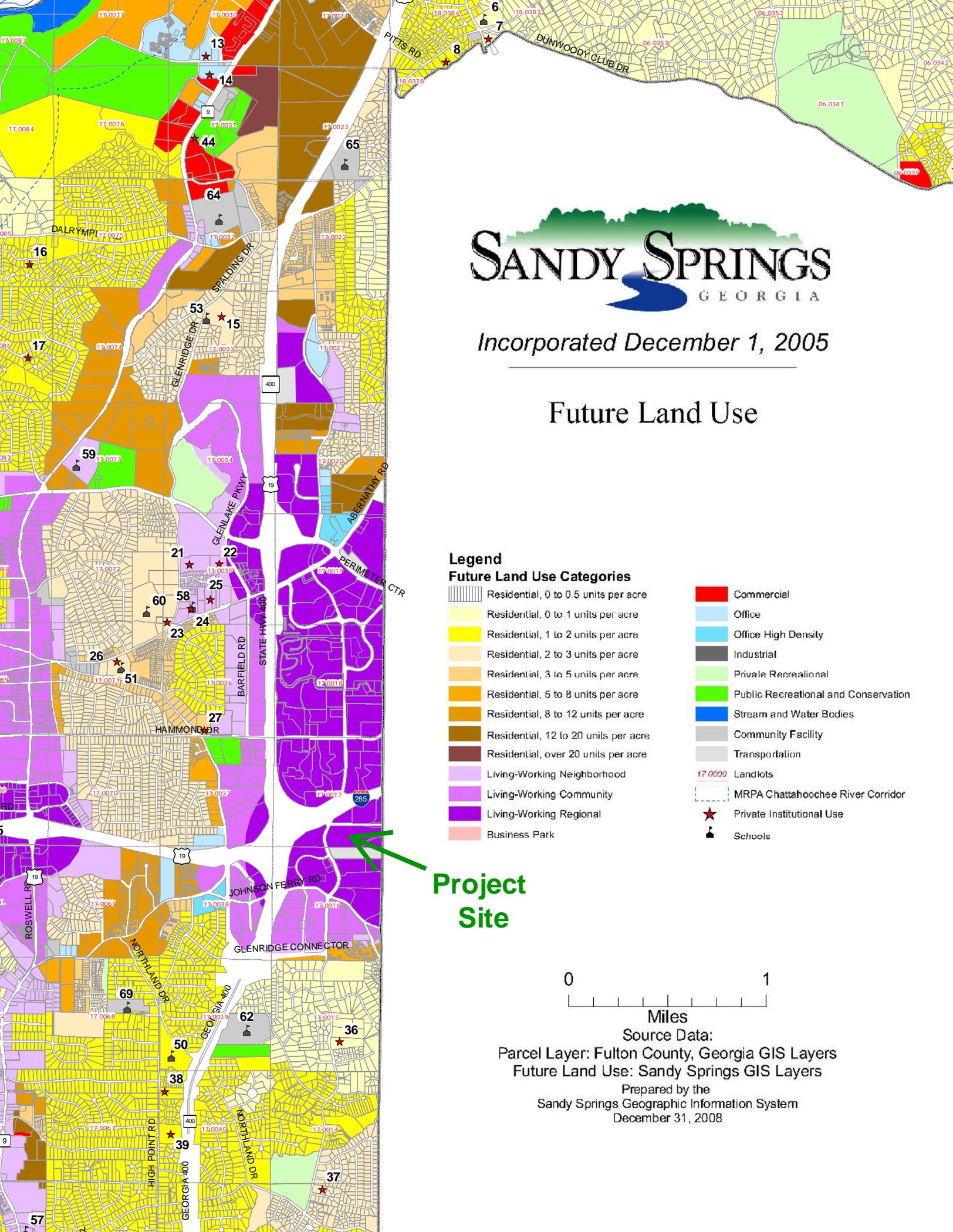


Comments: Peachtree Dunwoody Road at Existing Driveway 1. Observed southbound left-turn queue during AM peak. Photo looking north.

Appendix B
Land Use and Zoning Maps

ARC Unified Growth Policy Map





SANDY SPRINGS

GEORGIA

Incorporated December 1, 2005

Future Land Use

Legend

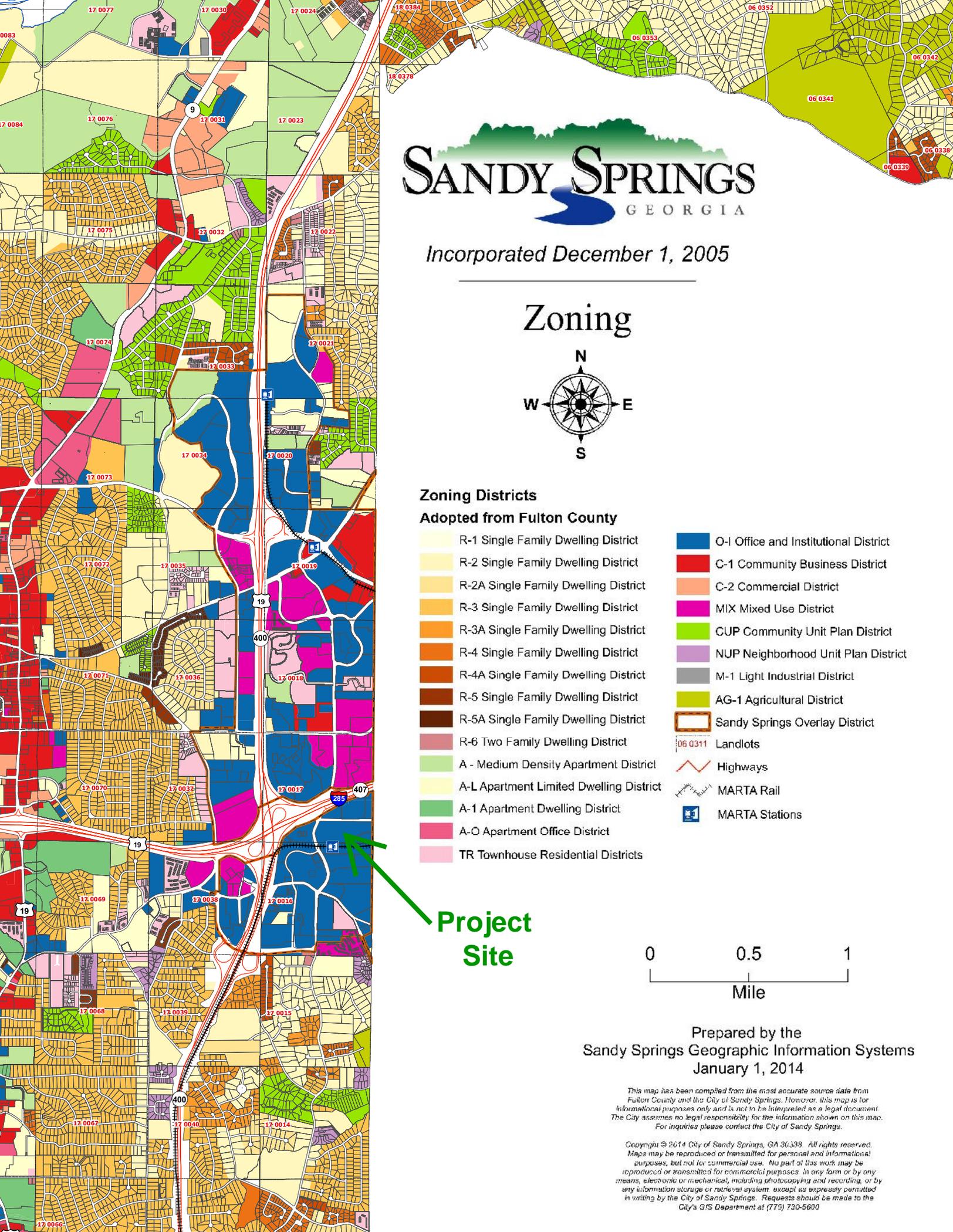
Future Land Use Categories

- | | | | |
|--|--------------------------------------|--|--------------------------------------|
| | Residential, 0 to 0.5 units per acre | | Commercial |
| | Residential, 0 to 1 units per acre | | Office |
| | Residential, 1 to 2 units per acre | | Office High Density |
| | Residential, 2 to 3 units per acre | | Industrial |
| | Residential, 3 to 5 units per acre | | Private Recreational |
| | Residential, 5 to 8 units per acre | | Public Recreational and Conservation |
| | Residential, 8 to 12 units per acre | | Stream and Water Bodies |
| | Residential, 12 to 20 units per acre | | Community Facility |
| | Residential, over 20 units per acre | | Transportation |
| | Living-Working Neighborhood | | Landlots |
| | Living-Working Community | | MRPA Chattahoochee River Corridor |
| | Living-Working Regional | | Private Institutional Use |
| | Business Park | | Schools |

Project Site



Source Data:
 Parcel Layer: Fulton County, Georgia GIS Layers
 Future Land Use: Sandy Springs GIS Layers
 Prepared by the
 Sandy Springs Geographic Information System
 December 31, 2008



SANDY SPRINGS

GEORGIA

Incorporated December 1, 2005

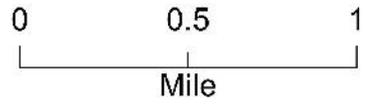


Zoning Districts

Adopted from Fulton County

- | | | | |
|--|---|--|---------------------------------------|
| | R-1 Single Family Dwelling District | | O-I Office and Institutional District |
| | R-2 Single Family Dwelling District | | C-1 Community Business District |
| | R-2A Single Family Dwelling District | | C-2 Commercial District |
| | R-3 Single Family Dwelling District | | MIX Mixed Use District |
| | R-3A Single Family Dwelling District | | CUP Community Unit Plan District |
| | R-4 Single Family Dwelling District | | NUP Neighborhood Unit Plan District |
| | R-4A Single Family Dwelling District | | M-1 Light Industrial District |
| | R-5 Single Family Dwelling District | | AG-1 Agricultural District |
| | R-5A Single Family Dwelling District | | Sandy Springs Overlay District |
| | R-6 Two Family Dwelling District | | Landlots |
| | A - Medium Density Apartment District | | Highways |
| | A-L Apartment Limited Dwelling District | | MARTA Rail |
| | A-1 Apartment Dwelling District | | MARTA Stations |
| | A-O Apartment Office District | | |
| | TR Townhouse Residential Districts | | |

Project Site



Prepared by the
Sandy Springs Geographic Information Systems
January 1, 2014

This map has been compiled from the most accurate source data from Fulton County and the City of Sandy Springs. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Sandy Springs.

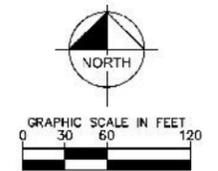
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Appendix C
Proposed Site Plan

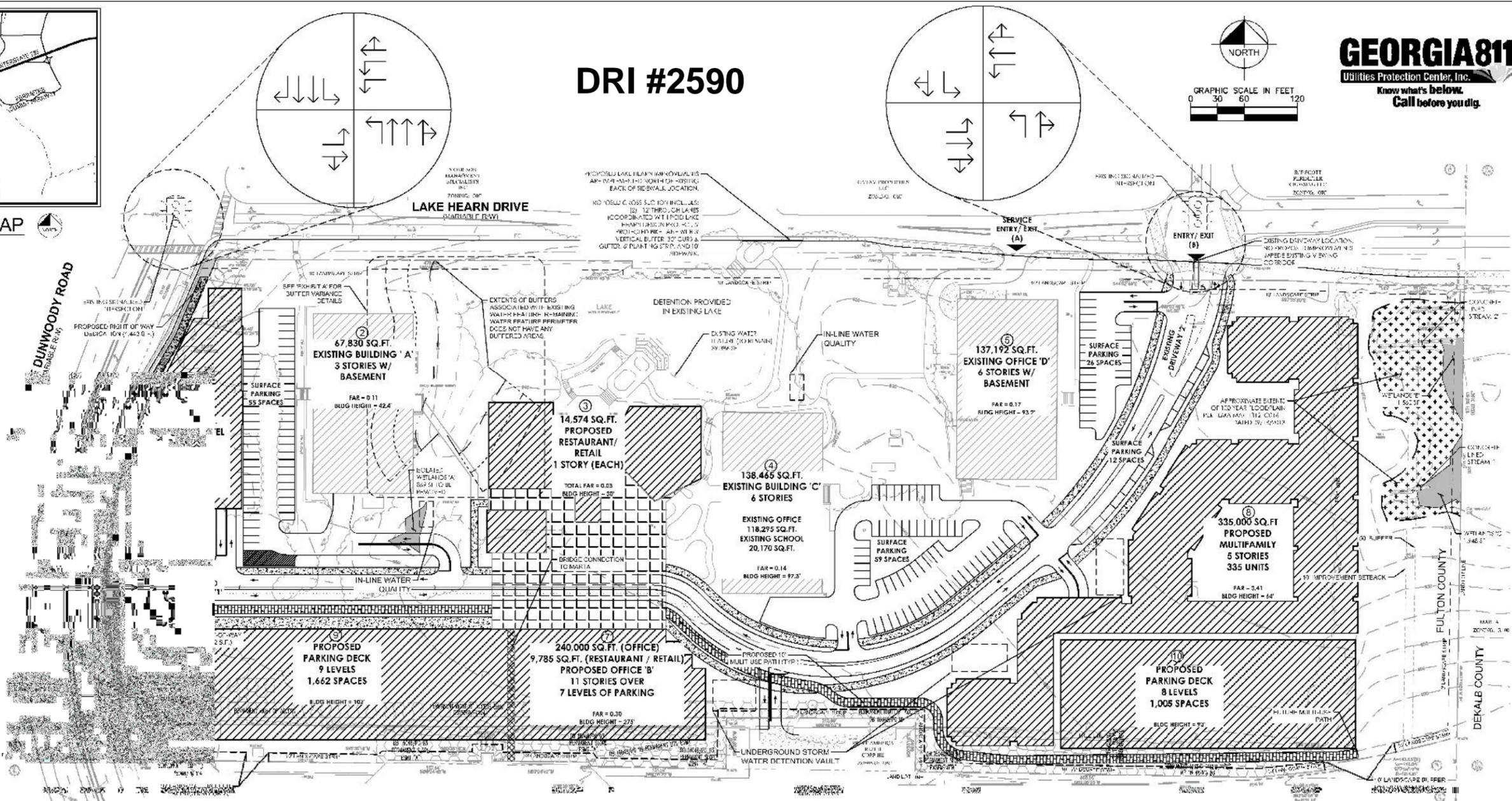


VICINITY MAP

DRI #2590



GEORGIA811
Utilities Protection Center, Inc.
Know what's below.
Call before you dig.



PEACHTREE DUNWOODY PAVILION:

GROSS SITE AREA: 18.86 ACRES (821,542 SF)	
BUILDING 1 - PROPOSED HOTEL (8 STORIES) (180 PARKING SPACES): 200 ROOMS (160,000 SQ. FT.)	BUILDING 9 - PROPOSED PARKING DECK (9 LEVELS): 1,662 SPACES
BUILDING 2 - EXISTING BUILDING 'A' (3 STORIES W/ BASEMENT): 67,830 SQ. FT. (SCHOOL)	BUILDING 10 - PROPOSED PARKING DECK (8 LEVELS): 1,005 SPACES
BUILDING 3 - PROPOSED RESTAURANT/RETAIL (1 STORY (EACH)): 14,574 SQ. FT.	TOTAL STRUCTURED PARKING: 2,847 SPACES*
BUILDING 4 - EXISTING BUILDING 'C' (6 STORIES): 118,295 SQ. FT. (OFFICE) + 20,170 (SCHOOL) = 138,465 SQ. FT.	TOTAL SURFACE PARKING: 152 SPACES*
BUILDING 5 - EXISTING OFFICE 'D' (6 STORIES W/ BASEMENT): 137,192 SQ. FT.	TOTAL PARKING PROVIDED: 2,999 SPACES*
BUILDING 6 - PROPOSED RETAIL / RESTAURANT (1 STORIES): 5,641 SQ. FT.	* PARKING COUNTS MAY FLUCTUATE BASED ON ACTUAL MIXES OF USES AND SQUARE FOOTAGES.
BUILDING 7 - PROPOSED OFFICE 'B' (11 STORIES OVER 7 STORIES OF PARKING): 240,000 SQ. FT. (OFFICE) AND 9,785 SQ. FT. (RESTAURANT / RETAIL)	TOTAL PARKING REQUIRED: 2,986 SPACES
BUILDING 8 - PROPOSED MULTIFAMILY (5 STORIES): 335 UNITS (335,000 SQ. FT.)	
TOTAL SITE DEVELOPMENT: 1,108,487 SQ. FT.	

DEVELOPMENT SUMMARY CHART:

PROPERTY SIZE: 18.86 ACRES (821,524 SF)		
LAND LOT: 17		
DISTRICT: 17th		
BUILDINGS:	SQUARE FEET SITE COVERAGE	
TOTAL (GROSS): 1,108,487 SF	37.4%	
TOTAL SURFACE AREA: 306,885 SF		
PARKING SPACES:	QUANTITY FEET SITE COVERAGE	
TOTAL SURFACE PRKG: 152	47,178 SF	5.7%
TOTAL STRUCTURED PRKG: 2,847	2,847	INCL. IN BUILDING COVERAGE
TOTAL IMPERVIOUS SURFACE:	SQUARE FEET SITE COVERAGE	
492,221 SF	59.9%	
LANDSCAPING / GREEN SPACE (UNDISTURBED AREA):	SQUARE FEET SITE COVERAGE	
37,963 SF	4.6%	
291,620 SF	35.5%	
FLOOD PLAIN:	SQUARE FEET SITE COVERAGE	
20,963 SF	2.5%	
COMMON AREA:	SQUARE FEET SITE COVERAGE	
177,456 SF	21.6%	
GROSS RESIDENTIAL UNITS PER ACRE: 17.8 UNITS / ACRE		
TOTAL FLOOR AREA RATIO (FAR): 1.35		

DEVELOPMENT SUMMARY CHART:

ZONING: CURRENT: O-1 CONDITIONAL MIX WITH CONCURRENT VARIANCES	
BUILDING SETBACKS:	
FRONT YARD (PEACHTREE DUNWOODY ROAD): PER SITE PLAN = 0'	
SIDE YARD (LAKE HEARN DRIVE): PER SITE PLAN = 30'	
SIDE YARD (MARTA): PER SITE PLAN = 10'	
SIDE YARD (COUNTY LINE): PER SITE PLAN = 50'	
LANDSCAPE BUFFERS:	
FRONT YARD (PEACHTREE DUNWOODY ROAD): PER SITE PLAN = 0'	
SIDE YARD (LAKE HEARN DRIVE): PER SITE PLAN = 10'	
SIDE YARD (MARTA): PER SITE PLAN = 10'	
SIDE YARD (COUNTY LINE): PER SITE PLAN = 10'	
POSTED SPEED LIMITS:	
PEACHTREE DUNWOODY ROAD: 35 MPH	
LAKE HEARN DRIVE: 35 MPH	
MAJOR ELECTRICAL / PETROLEUM TRANSMISSION LINES: NONE	
STORMWATER MANAGEMENT FACILITIES: STORMWATER WILL BE MANAGED VIA A COMBINATION OF THE EXISTING STORMWATER DETENTION FACILITIES LOCATED BELOW GRADE.	
WETLANDS: YES	
FEMA FLOOD ZONE: AE	
STREAM BUFFERS: SEE BUFFER VARIANCE EXHIBIT	
DOMESTIC WATER PROVIDER: CITY OF ATLANTA	
SANITARY SEWER PROVIDER: FULTON COUNTY	
DRIVEWAY SIGHT DISTANCE: SEE SIGHT DISTANCE EXHIBIT	

SITE PLAN LEGEND:

---	EXISTING PROPERTY LINE
---	LANDSCAPE BUFFER LINE
---	EXISTING CURB & GUTTER
---	EXISTING FENCE
---	EXISTING EASEMENT

APPLICANT NAME:

CLIENT:	THE SIMPSON ORGANIZATION PHONE: (404) 253-6363 CONTACT: SCOTT BRYANT
TRAFFIC ENGINEER:	KIMLEY-HORN PHONE: (404) 201-6157 CONTACT: JOHN WALKER, P.E.
CIVIL ENGINEER:	KIMLEY-HORN PHONE: (678) 333-3387 CONTACT: LAWSON FANNY, P.E.

DATE	06/03/2016
PROJECT NO.	019122001
SHEET NUMBER	1 OF 1
CLIENT:	THE SIMPSON ORGANIZATION 1401 PINE TREE STREET, SUITE 400 SPRINGFIELD, GA 31104 PHONE: 404-253-6363 FAX: 404-975-7699
PROJECT:	PEACHTREE DUNWOODY PAVILION 5775 PEACHTREE DUNWOODY ROAD SANDY SPRINGS, FULTON COUNTY, GA
TITLE:	DRI SITE PLAN
REVISIONS	NO.
DATE	
BY	
DESIGNED BY	LHF
CHECKED BY	LHF
DRAWN BY	DMZ
SCALE	
DATE	
BY	

Kimley-Horn
200 CHERRY LANE, SUITE 100
ALPHARETTA, GEORGIA 30009
PHONE: (770) 619-4280
WWW.KIMLEY-HORN.COM

TSO
THE SIMPSON ORGANIZATION
1401 PINE TREE STREET, SUITE 400
SPRINGFIELD, GA 31104
PHONE: 404-253-6363 FAX: 404-975-7699

Drawing name: K:\ALP_PRJ\019122001_PD Pavilion\CAD\Exhibits\0160601_GRTASite_Plan\20_6-06-08_GRTA_Site_Plan.dwg
 This document, together with the concepts and designs presented herein, is an instrumental service, is intended only for the specific purpose and client for whom it was prepared.

Appendix D

Trip Generation Analysis

**Trip Generation Analysis (9th Ed.)
Peachtree Dunwoody Pavilion DRI
City of Sandy Springs, GA**

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Apartment	335 d.u.	2,154	168	34	134	202	131	71
310 Hotel	200 rooms	1,417	106	63	43	120	61	59
710 General Office Building	240,000 s.f.	2,554	385	339	46	347	59	288
820 Shopping Center	10,000 s.f. gross leasable area	427	10	6	4	37	18	19
931 Quality Restaurant	8,000 s.f.	720	6	3	3	60	40	20
932 High-Turnover (Sit-Down) Restaurant	12,000 s.f.	1,526	130	72	58	118	71	47
Gross Trips		8,798	805	517	288	884	380	504
Residential Trips		2,154	168	34	134	202	131	71
<i>Mixed-Use Reductions</i>		-443	-22	-3	-19	-44	-22	-22
<i>Alternative Mode Reductions</i>		-342	-29	-6	-23	-32	-22	-10
Adjusted Residential Trips		1,369	117	25	92	126	87	39
Hotel Trips		1,417	106	63	43	120	61	59
<i>Mixed-Use Reductions</i>		-164	-16	-2	-14	-14	-8	-6
<i>Alternative Mode Reductions</i>		-250	-18	-12	-6	-21	-11	-11
Adjusted Hotel Trips		1,003	72	49	23	85	42	42
Office Trips		2,554	385	339	46	347	59	288
<i>Mixed-Use Reductions</i>		-477	-52	-33	-19	-13	-5	-8
<i>Alternative Mode Reductions</i>		-415	-67	-61	-5	-67	-11	-56
Adjusted Office Trips		1,662	266	245	22	267	43	224
Retail Trips		427	10	6	4	37	18	19
<i>Mixed-Use Reductions</i>		-266	-6	-3	-3	-24	-12	-12
<i>Alternative Mode Reductions</i>		-32	-1	-1	0	-3	-1	-1
<i>Pass By Reductions (Based on ITE Rates)</i>		-44	0	0	0	-4	-2	-2
Adjusted Retail Trips		85	3	2	1	6	3	4
Restaurant Trips		2,246	136	75	61	178	111	67
<i>Mixed-Use Reductions</i>		-860	-60	-37	-23	-57	-29	-28
<i>Alternative Mode Reductions</i>		-277	-15	-8	-8	-24	-16	-8
<i>Pass By Reductions (Based on ITE Rates)</i>		-476	0	0	0	-42	-21	-21
Adjusted Restaurant Trips		633	61	30	30	55	45	10
<i>Mixed-Use Reductions - TOTAL</i>		-2,210	-156	-78	-78	-152	-76	-76
<i>Alternative Mode Reductions - TOTAL</i>		-1,316	-130	-88	-42	-147	-61	-86
<i>Pass-By Reductions - TOTAL</i>		-520	0	0	0	-46	-23	-23
New Trips		4,752	519	351	168	539	220	319
Driveway Volumes		5,272	519	351	168	585	243	342

Appendix E
Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

**Intersection #1: Peachtree Dunwoody Road @ Johnson Ferry Road
AM PEAK HOUR**

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	81	955	153	123	389	429	482	276	59	287	614	420
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	1	0	0	0	1	1	0	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.86			0.90			0.98	
Adjustment												
Adjusted 2016 Volumes	81	955	153	123	389	429	482	276	59	287	614	420
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6			23							
Park Center Project Trips		110			36							
Crown Towers Project Trips		240			55							
2020 Background Traffic	84	1,350	159	128	519	446	502	287	61	299	639	437
Project Trips												
Trip Distribution IN		35%					10%					5%
Trip Distribution OUT				5%	35%	10%						
Residential Trips	0	9	0	5	32	9	3	0	0	0	0	1
Trip Distribution IN		35%					10%					5%
Trip Distribution OUT				5%	35%	10%						
Hotel Trips	0	17	0	1	8	2	5	0	0	0	0	2
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Office Trips	0	37	0	1	3	2	25	0	0	0	0	12
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Restaurant Trips	0	5	0	2	5	3	3	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	68	0	9	48	16	36	0	0	0	0	17
2020 Buildout Total	84	1,418	159	137	567	462	538	287	61	299	639	454

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	52	499	255	339	1,039	398	358	457	45	250	189	200
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	0	0	0	0	0	1	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.83			0.96			0.96			0.78	
Adjustment												
Adjusted 2016 Volumes	52	499	255	339	1,039	398	358	457	45	250	189	200
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22			10							
Park Center Project Trips		31			153							
Crown Towers Project Trips		155			165							
2020 Background Traffic	54	727	265	353	1,409	414	373	476	47	260	197	208
Project Trips												
Trip Distribution IN		35%					10%					5%
Trip Distribution OUT				5%	35%	10%						
Residential Trips	0	30	0	2	14	4	9	0	0	0	0	4
Trip Distribution IN		35%					10%					5%
Trip Distribution OUT				5%	35%	10%						
Hotel Trips	0	15	0	2	15	4	4	0	0	0	0	2
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Office Trips	0	6	0	11	34	22	4	0	0	0	0	2
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Restaurant Trips	0	7	0	1	2	1	5	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	58	0	16	66	31	22	0	0	0	0	10
2020 Buildout Total	54	785	265	369	1,475	445	395	476	47	260	197	218

INTERSECTION VOLUME DEVELOPMENT

**Intersection #2: Peachtree Dunwoody Road @ Hollis Cobb Circle
AM PEAK HOUR**

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Hollis Cobb Circle Eastbound			Hollis Cobb Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	55	1,447	126	126	1,127	204	144	12	41	46	3	18
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	4	2	1	0	2	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%
Peak Hour Factor		0.89			0.91			0.66			0.84	
Adjustment												
Adjusted 2016 Volumes	55	1447	126	126	1127	204	144	12	41	46	3	18
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6			23							
Park Center Project Trips		110			36							
Crown Towers Project Trips		240			55							
2020 Background Traffic	57	1,862	131	131	1,287	212	150	12	43	48	3	19
Project Trips												
Trip Distribution IN		50%										
Trip Distribution OUT					50%							
Residential Trips	0	13	0	0	46	0	0	0	0	0	0	0
Trip Distribution IN		50%										
Trip Distribution OUT					50%							
Hotel Trips	0	25	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Office Trips	0	74	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Retail Trips	0	1	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Restaurant Trips	0	9	0	0	9	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	122	0	0	74	0	0	0	0	0	0	0
2020 Buildout Total	57	1,984	131	131	1,361	212	150	12	43	48	3	19

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Hollis Cobb Circle Eastbound			Hollis Cobb Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	25	1,095	38	29	1,298	76	190	17	99	90	6	125
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	1	0	0	0	0	0	1	0	0	1
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.91			0.85			0.89	
Adjustment												
Adjusted 2016 Volumes	25	1095	38	29	1298	76	190	17	99	90	6	125
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22			10							
Park Center Project Trips		31			153							
Crown Towers Project Trips		155			165							
2020 Background Traffic	26	1,347	40	30	1,679	79	198	18	103	94	6	130
Project Trips												
Trip Distribution IN		50%										
Trip Distribution OUT					50%							
Residential Trips	0	44	0	0	20	0	0	0	0	0	0	0
Trip Distribution IN		50%										
Trip Distribution OUT					50%							
Hotel Trips	0	21	0	0	21	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Office Trips	0	13	0	0	67	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Restaurant Trips	0	14	0	0	3	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	93	0	0	112	0	0	0	0	0	0	0
2020 Buildout Total	26	1,440	40	30	1,791	79	198	18	103	94	6	130

INTERSECTION VOLUME DEVELOPMENT

**Intersection #3: Peachtree Dunwoody Road @ Lake Hearn Dr
AM PEAK HOUR**

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Lake Hearn Dr Eastbound			Lake Hearn Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	60	1,304	180	148	1,376	154	66	6	14	121	15	68
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	8	0	0	1	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	17%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.92			0.72			0.81	
Adjustment												
Adjusted 2016 Volumes	60	1304	180	148	1376	154	66	6	14	121	15	68
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6			23							
Park Center Project Trips		110			13					23		
Crown Towers Project Trips			240							55		50
2020 Background Traffic	62	1,473	427	154	1,468	160	69	6	15	204	16	121
Project Trips												
Trip Distribution IN				20%	10%							
Trip Distribution OUT		20%								30%		10%
Residential Trips	0	18	0	5	3	0	0	0	0	28	0	9
Trip Distribution IN				20%	10%							
Trip Distribution OUT		20%								30%		10%
Hotel Trips	0	5	0	10	5	0	0	0	0	7	0	2
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Office Trips	0	9	0	49	74	0	0	0	0	3	0	2
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Restaurant Trips	0	12	0	6	9	0	0	0	0	5	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	44	0	70	92	0	0	0	0	43	0	16
2020 Buildout Total	62	1,517	427	224	1,560	160	69	6	15	247	16	137

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Lake Hearn Dr Eastbound			Lake Hearn Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	7	1,326	154	75	874	8	108	16	32	357	0	176
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	2%
Peak Hour Factor		0.96			0.87			0.75			0.93	
Adjustment												
Adjusted 2016 Volumes	7	1326	154	75	874	8	108	16	32	357	0	176
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22			10							
Park Center Project Trips		31			57					96		
Crown Towers Project Trips			155							165		160
2020 Background Traffic	7	1,433	315	78	976	8	112	17	33	632	0	343
Project Trips												
Trip Distribution IN				20%	10%							
Trip Distribution OUT		20%								30%		10%
Residential Trips	0	8	0	17	9	0	0	0	0	12	0	4
Trip Distribution IN				20%	10%							
Trip Distribution OUT		20%								30%		10%
Hotel Trips	0	8	0	8	4	0	0	0	0	13	0	4
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Office Trips	0	90	0	9	13	0	0	0	0	34	0	22
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Retail Trips	0	2	0	1	1	0	0	0	0	1	0	0
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Restaurant Trips	0	4	0	9	14	0	0	0	0	2	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	112	0	44	41	0	0	0	0	62	0	31
2020 Buildout Total	7	1,545	315	122	1,017	8	112	17	33	694	0	374

INTERSECTION VOLUME DEVELOPMENT

**Intersection #4: Peachtree Dunwoody Road @ I-285 EB On-Ramp
AM PEAK HOUR**

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			I-285 EB On-Ramp Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,046	408	246	1,663							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1	1	0	7							
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.91							
Adjustment												
Adjusted 2016 Volumes	0	1046	408	246	1663	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6		22	23							
Park Center Project Trips		110		13	13							
Crown Towers Project Trips			55	10								
2020 Background Traffic	0	1,204	480	301	1,767	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					30%							
Trip Distribution OUT		15%	15%									
Residential Trips	0	14	14	0	8	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		15%	15%									
Hotel Trips	0	3	3	0	15	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Office Trips	0	7	4	0	123	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Restaurant Trips	0	9	6	0	15	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	27	0	162	0	0	0	0	0	0	0
2020 Buildout Total	0	1,237	507	301	1,929	0	0	0	0	0	0	0

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			I-285 EB On-Ramp Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,104	335	415	1,080							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1	0	1	1							
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.87							
Adjustment												
Adjusted 2016 Volumes	0	1104	335	415	1080	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22		10	10							
Park Center Project Trips		31		57	57							
Crown Towers Project Trips			160	35								
2020 Background Traffic	0	1,202	509	534	1,191	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					30%							
Trip Distribution OUT		15%	15%									
Residential Trips	0	6	6	0	26	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		15%	15%									
Hotel Trips	0	6	6	0	13	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Office Trips	0	67	45	0	22	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Retail Trips	0	1	1	0	2	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Restaurant Trips	0	3	2	0	23	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	83	60	0	86	0	0	0	0	0	0	0
2020 Buildout Total	0	1,285	569	534	1,277	0	0	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Intersection #5: Peachtree Dunwoody Road @ I-285 WB Off-Ramp
AM PEAK HOUR**

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			N/A Eastbound			I-285 WB Off-Ramp Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,102			1,142					716		855
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0			0
Heavy Vehicles		1			3					4		4
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.94			0.95							0.89
Adjustment												
Adjusted 2016 Volumes	0	1102	0	0	1142	0	0	0	0	716	0	855
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6			45							6
Park Center Project Trips		110			26							111
Crown Towers Project Trips					10							35
2020 Background Traffic	0	1,263	0	0	1,269	0	0	0	0	745	0	1,042
Project Trips												
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%										
Residential Trips	0	14	0	0	4	0	0	0	0	4	0	0
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%										
Hotel Trips	0	3	0	0	7	0	0	0	0	7	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Office Trips	0	7	0	0	74	0	0	0	0	49	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Restaurant Trips	0	9	0	0	9	0	0	0	0	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	0	0	95	0	0	0	0	66	0	0
2020 Buildout Total	0	1,296	0	0	1,364	0	0	0	0	811	0	1,042

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			N/A Eastbound			I-285 WB Off-Ramp Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,081			1,296					196		235
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0			0
Heavy Vehicles		0			1					1		0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.89			0.90							0.84
Adjustment												
Adjusted 2016 Volumes	0	1081	0	0	1296	0	0	0	0	196	0	235
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22			20							22
Park Center Project Trips		31			114							32
Crown Towers Project Trips					35							15
2020 Background Traffic	0	1,178	0	0	1,518	0	0	0	0	204	0	314
Project Trips												
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%										
Residential Trips	0	6	0	0	13	0	0	0	0	13	0	0
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%										
Hotel Trips	0	6	0	0	6	0	0	0	0	6	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Office Trips	0	67	0	0	13	0	0	0	0	9	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Retail Trips	0	1	0	0	1	0	0	0	0	1	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Restaurant Trips	0	3	0	0	14	0	0	0	0	9	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	83	0	0	47	0	0	0	0	38	0	0
2020 Buildout Total	0	1,261	0	0	1,565	0	0	0	0	242	0	314

INTERSECTION VOLUME DEVELOPMENT

**Intersection #6: Lake Hearn Drive @ Perimeter Center Parkway
AM PEAK HOUR**

Description	N/A			Perimeter Center Pkwy			Lake Hearn Dr			Lake Hearn Dr		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				143		110	61	151			289	167
Pedestrians												
Conflicting Pedestrians	0		0			0			0	0		0
Heavy Vehicles				0		1	0	0			1	2
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor				0.80			0.91			0.91		
Adjustment												
Adjusted 2016 Volumes	0	0	0	143	0	110	61	151	0	0	289	167
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips				45		23	49					99
Crown Towers Project Trips				105		15	240					270
2020 Background Traffic	0	0	0	299	0	152	352	157	0	0	301	543
Project Trips												
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Residential Trips	0	0	0	0	0	3	9	9	0	0	3	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Hotel Trips	0	0	0	0	0	5	2	2	0	0	5	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Office Trips	0	0	0	0	0	25	2	2	0	0	25	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Restaurant Trips	0	0	0	0	0	3	3	3	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	36	16	16	0	0	36	0
2020 Buildout Total	0	0	0	299	0	188	368	173	0	0	337	543

PM PEAK HOUR

Description	N/A			Perimeter Center Pkwy			Lake Hearn Dr			Lake Hearn Dr		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				475		248	149	153			246	366
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0	0	0	0		0
Heavy Vehicles				1		2	0	0			0	1
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor				0.80			0.91			0.91		
Adjustment												
Adjusted 2016 Volumes	0	0	0	475	0	248	149	153	0	0	246	366
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips				192		96	14					27
Crown Towers Project Trips				325		85	155					30
2020 Background Traffic	0	0	0	1,011	0	439	324	159	0	0	256	438
Project Trips												
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Residential Trips	0	0	0	0	0	9	4	4	0	0	9	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Hotel Trips	0	0	0	0	0	4	4	4	0	0	4	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Office Trips	0	0	0	0	0	4	22	22	0	0	4	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Restaurant Trips	0	0	0	0	0	5	1	1	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	22	31	31	0	0	22	0
2020 Buildout Total	0	0	0	1,011	0	461	355	190	0	0	278	438

INTERSECTION VOLUME DEVELOPMENT

**Intersection #7: Peachtree Dunwoody Road @ Existing/Relocated Driveway #1
AM PEAK HOUR**

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			N/A Eastbound			Existing/Relocated Dwy 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,536	78	69	1,445					1		4
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0			0
Heavy Vehicles		3	0	0	7					0		0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.92			0.93						0.42	
Adjustment												
Adjusted 2016 Volumes	0	1536	78	69	1445	0	0	0	0	1	0	4
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6			23							
Park Center Project Trips		110			36							
Crown Towers Project Trips		240			55							
2020 Background Traffic	0	1,954	81	72	1,618	0	0	0	0	1	0	4
Project Trips												
Trip Distribution IN			50%	10%								
Trip Distribution OUT					30%					20%		20%
Residential Trips	0	0	13	3	28	0	0	0	0	18	0	18
Trip Distribution IN			50%	10%								
Trip Distribution OUT					30%					20%		20%
Hotel Trips	0	0	25	5	7	0	0	0	0	5	0	5
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Office Trips	0	0	74	74	3	0	0	0	0	3	0	9
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Retail Trips	0	0	1	1	0	0	0	0	0	0	0	0
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Restaurant Trips	0	0	9	9	5	0	0	0	0	5	0	12
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	122	92	43	0	0	0	0	31	0	44
2020 Buildout Total	0	1,954	203	164	1,661	0	0	0	0	32	0	48

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			N/A Eastbound			Existing/Relocated Dwy 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,404	13	3	1,263					127		102
Pedestrians												
Conflicting Pedestrians	0		0	0		0			0			0
Heavy Vehicles		4	0	0	0					0		0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.97			0.88						0.82	
Adjustment												
Adjusted 2016 Volumes	0	1404	13	3	1263	0	0	0	0	127	0	102
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22			10							
Park Center Project Trips		31			153							
Crown Towers Project Trips		155			165							
2020 Background Traffic	0	1,669	14	3	1,642	0	0	0	0	132	0	106
Project Trips												
Trip Distribution IN			50%	10%								
Trip Distribution OUT					30%					20%		20%
Residential Trips	0	0	44	9	12	0	0	0	0	8	0	8
Trip Distribution IN			50%	10%								
Trip Distribution OUT					30%					20%		20%
Hotel Trips	0	0	21	4	13	0	0	0	0	8	0	8
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Office Trips	0	0	13	13	34	0	0	0	0	34	0	90
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Retail Trips	0	0	1	1	1	0	0	0	0	1	0	2
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Restaurant Trips	0	0	14	14	2	0	0	0	0	2	0	4
Pass-By Trips	0	-14	14	2	-2	0	0	0	0	2	0	14
Total Project Trips	0	-14	107	43	60	0	0	0	0	55	0	126
2020 Buildout Total	0	1,655	121	46	1,702	0	0	0	0	187	0	232

INTERSECTION VOLUME DEVELOPMENT

**Intersection #8: Lake Hearn Drive @ Existing Driveway #2
AM PEAK HOUR**

Description	Existing Dwy 2 Northbound			Business Dwy Southbound			Lake Hearn Dr Eastbound			Lake Hearn Dr Westbound						
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right				
Observed 2016 Traffic Volumes	5	2	11	3	0	12	49	208	31	62	210	99				
Pedestrians																
Conflicting Pedestrians	0		0	0		0	0		0	0		0				
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	2	0				
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%				
Peak Hour Factor		0.64				0.75				0.95				0.89		
Adjustment																
Adjusted 2016 Volumes	5	2	11	3	0	12	49	208	31	62	210	99				
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%				
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041				
Palisades Apartments Project Trips																
Park Center Project Trips								49			23					
Crown Towers Project Trips								240			105					
2020 Background Traffic	5	2	11	3	0	12	51	505	32	65	347	103				
Project Trips																
Trip Distribution IN									20%	20%						
Trip Distribution OUT	40%		20%													
Residential Trips	37	0	18	0	0	0	0	0	5	5	0	0				
Trip Distribution IN									20%	20%						
Trip Distribution OUT	40%		20%													
Hotel Trips	9	0	5	0	0	0	0	0	10	10	0	0				
Trip Distribution IN									20%	20%						
Trip Distribution OUT	25%		20%													
Office Trips	6	0	4	0	0	0	0	0	49	49	0	0				
Trip Distribution IN									20%	20%						
Trip Distribution OUT	25%		20%													
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0				
Trip Distribution IN									20%	20%						
Trip Distribution OUT	25%		20%													
Restaurant Trips	8	0	6	0	0	0	0	0	6	6	0	0				
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0				
Total Project Trips	60	0	33	0	0	0	0	0	70	70	0	0				
2020 Buildout Total	65	2	44	3	0	12	51	505	102	135	347	103				

PM PEAK HOUR

Description	Existing Dwy 2 Northbound			Business Dwy Southbound			Lake Hearn Dr Eastbound			Lake Hearn Dr Westbound						
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right				
Observed 2016 Traffic Volumes	31	0	73	60	14	53	4	255	5	57	426	20				
Pedestrians																
Conflicting Pedestrians	0		0	0		0	0		0	0		0				
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0				
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%				
Peak Hour Factor		0.74				0.64				0.89				0.93		
Adjustment																
Adjusted 2016 Volumes	31	0	73	60	14	53	4	255	5	57	426	20				
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%				
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041				
Palisades Apartments Project Trips																
Park Center Project Trips								14			96					
Crown Towers Project Trips								155			325					
2020 Background Traffic	32	0	76	62	15	55	4	434	5	59	864	21				
Project Trips																
Trip Distribution IN									20%	20%						
Trip Distribution OUT	40%		20%													
Residential Trips	16	0	8	0	0	0	0	0	17	17	0	0				
Trip Distribution IN									20%	20%						
Trip Distribution OUT	40%		20%													
Hotel Trips	17	0	8	0	0	0	0	0	8	8	0	0				
Trip Distribution IN									20%	20%						
Trip Distribution OUT	25%		20%													
Office Trips	56	0	45	0	0	0	0	0	9	9	0	0				
Trip Distribution IN									20%	20%						
Trip Distribution OUT	25%		20%													
Retail Trips	1	0	1	0	0	0	0	0	1	1	0	0				
Trip Distribution IN									20%	20%						
Trip Distribution OUT	25%		20%													
Restaurant Trips	3	0	2	0	0	0	0	0	9	9	0	0				
Pass-By Trips	1	0	6	0	0	0	0	-6	6	1	-1	0				
Total Project Trips	94	0	70	0	0	0	0	-6	50	45	-1	0				
2020 Buildout Total	126	0	146	62	15	55	4	428	55	104	863	21				

INTERSECTION VOLUME DEVELOPMENT

**Intersection #9: Peachtree Dunwoody Road @ Concourse Parkway
AM PEAK HOUR**

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Concourse Pkwy Eastbound			Concourse Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	476	1,221	240	148	1,057	77	19	14	90	23	1	22
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.96			0.88			0.82	
Adjustment												
Adjusted 2016 Volumes	476	1221	240	148	1057	77	19	14	90	23	1	22
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6	6	8						45		15
Park Center Project Trips					26							
Crown Towers Project Trips					10							
2020 Background Traffic	495	1,533	256	162	1,136	80	20	15	94	69	1	38
Project Trips												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Residential Trips	0	14	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Hotel Trips	0	3	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Office Trips	0	7	0	0	74	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Restaurant Trips	0	9	0	0	9	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	0	0	95	0	0	0	0	0	0	0
2020 Buildout Total	495	1,566	256	162	1,231	80	20	15	94	69	1	38

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Concourse Pkwy Eastbound			Concourse Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	296	1,241	20	13	879	48	39	6	377	185	25	93
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.88			0.93			0.74	
Adjustment												
Adjusted 2016 Volumes	296	1241	20	13	879	48	39	6	377	185	25	93
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22	22	30						20		7
Park Center Project Trips					114							
Crown Towers Project Trips					35							
2020 Background Traffic	308	1,391	43	44	1,064	50	41	6	392	213	26	104
Project Trips												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Residential Trips	0	6	0	0	13	0	0	0	0	0	0	0
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Hotel Trips	0	6	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Office Trips	0	67	0	0	13	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Restaurant Trips	0	3	0	0	14	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	83	0	0	47	0	0	0	0	0	0	0
2020 Buildout Total	308	1,474	43	44	1,111	50	41	6	392	213	26	104

INTERSECTION VOLUME DEVELOPMENT

**Intersection #10: Peachtree Dunwoody Road @ Hammond Drive
AM PEAK HOUR**

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Hammond Dr Eastbound			Hammond Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	388	838	93	135	606	225	292	430	532	137	432	234
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	2	0	1	1	1	0	2	0	1	4	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.91			0.97			0.96			0.90	
Adjustment												
Adjusted 2016 Volumes	388	838	93	135	606	225	292	430	532	137	432	234
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips	23	23		6	4			6	4		15	15
Park Center Project Trips	17	6	66	47				197		26	28	15
Crown Towers Project Trips			35	35				270		10	80	10
2020 Background Traffic	444	901	198	228	635	234	304	920	558	179	573	284
Project Trips												
Trip Distribution IN					5%				10%			
Trip Distribution OUT	10%	5%										
Residential Trips	9	5	0	0	1	0	0	0	3	0	0	0
Trip Distribution IN					5%				10%			
Trip Distribution OUT	10%	5%										
Hotel Trips	2	1	0	0	2	0	0	0	5	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Office Trips	6	1	0	0	12	0	0	0	61	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Retail Trips	0	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Restaurant Trips	8	2	0	0	2	0	0	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	25	9	0	0	17	0	0	0	78	0	0	0
2020 Buildout Total	469	910	198	228	652	234	304	920	636	179	573	284

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Hammond Dr Eastbound			Hammond Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	482	755	148	181	483	235	204	385	392	125	785	144
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	1	0	0	0	0	1	1	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.90			0.86			0.91	
Adjustment												
Adjusted 2016 Volumes	482	755	148	181	483	235	204	385	392	125	785	144
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips	10	10		22	15			22	15		7	7
Park Center Project Trips	93	3	17	19				55		114	99	33
Crown Towers Project Trips			15	15				120		35	280	35
2020 Background Traffic	605	799	186	244	518	245	212	598	423	279	1,203	225
Project Trips												
Trip Distribution IN					5%				10%			
Trip Distribution OUT	10%	5%										
Residential Trips	4	2	0	0	4	0	0	0	9	0	0	0
Trip Distribution IN					5%				10%			
Trip Distribution OUT	10%	5%										
Hotel Trips	4	2	0	0	2	0	0	0	4	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Office Trips	56	11	0	0	2	0	0	0	11	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Retail Trips	1	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Restaurant Trips	3	1	0	0	2	0	0	0	11	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	68	16	0	0	10	0	0	0	36	0	0	0
2020 Buildout Total	673	815	186	244	528	245	212	598	459	279	1,203	225

INTERSECTION VOLUME DEVELOPMENT

**Intersection #11: Glenridge Connector at Johnson Ferry Road
AM PEAK HOUR**

Description	Glenridge Connector Northbound			Glenridge Connector Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	208	384	73	725	664	44	340	511	672	81	235	499
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	0	2	2	1	1	1	2	2	1	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.98			0.91			0.94			0.91	
Adjustment												
Adjusted 2016 Volumes	208	384	73	725	664	44	340	511	672	81	235	499
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips												
Crown Towers Project Trips												
2020 Background Traffic	216	400	76	754	691	46	354	532	699	84	245	519
Project Trips												
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Residential Trips	0	0	0	3	0	0	0	0	0	0	0	9
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Hotel Trips	0	0	0	5	0	0	0	0	0	0	0	2
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Office Trips	0	0	0	25	0	0	0	0	0	0	0	2
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Restaurant Trips	0	0	0	3	0	0	0	0	0	0	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	36	0	0	0	0	0	0	0	16
2020 Buildout Total	216	400	76	790	691	46	354	532	699	84	245	535

PM PEAK HOUR

Description	Glenridge Connector Northbound			Glenridge Connector Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	447	990	82	281	362	75	283	363	347	42	490	443
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	0	0	1	0	0	0	1	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.91			0.93			0.87	
Adjustment												
Adjusted 2016 Volumes	447	990	82	281	362	75	283	363	347	42	490	443
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips												
Crown Towers Project Trips												
2020 Background Traffic	465	1,030	85	292	377	78	294	378	361	44	510	461
Project Trips												
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Residential Trips	0	0	0	9	0	0	0	0	0	0	0	4
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Hotel Trips	0	0	0	4	0	0	0	0	0	0	0	4
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Office Trips	0	0	0	4	0	0	0	0	0	0	0	22
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Restaurant Trips	0	0	0	5	0	0	0	0	0	0	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	22	0	0	0	0	0	0	0	31
2020 Buildout Total	465	1,030	85	314	377	78	294	378	361	44	510	492

INTERSECTION VOLUME DEVELOPMENT

**Intersection #12: Ashford Dunwoody Road @ Perimeter Summit Parkway
AM PEAK HOUR**

Description	Ashford Dunwoody Rd Northbound			Ashford Dunwoody Rd Southbound			Perimeter Summit Pkwy Eastbound			Oak Forest Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	192	893	5	7	303	47	140	5	52	5	39	87
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	2	0	1	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.72			0.91			0.82	
Adjustment												
Adjusted 2016 Volumes	192	893	5	7	303	47	140	5	52	5	39	87
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips	49					50	22		23			
Crown Towers Project Trips	135					135	7		8			
2020 Background Traffic	384	929	5	7	315	234	175	5	85	5	41	91
Project Trips												
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Residential Trips	1	0	0	0	0	1	5	0	5	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Hotel Trips	2	0	0	0	0	2	1	0	1	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Office Trips	12	0	0	0	0	12	1	0	1	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Restaurant Trips	2	0	0	0	0	2	2	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	17	0	0	0	0	17	9	0	9	0	0	0
2020 Buildout Total	401	929	5	7	315	251	184	5	94	5	41	91

PM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound			Ashford Dunwoody Rd Southbound			Perimeter Summit Pkwy Eastbound			Oak Forest Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	39	448	16	46	731	28	584	103	444	20	7	17
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.91			0.94			0.89			0.65	
Adjustment												
Adjusted 2016 Volumes	39	448	16	46	731	28	584	103	444	20	7	17
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips	13					14	96		96			
Crown Towers Project Trips	15					15	40		45			
2020 Background Traffic	69	466	17	48	761	58	744	107	603	21	7	18
Project Trips												
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Residential Trips	4	0	0	0	0	4	2	0	2	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Hotel Trips	2	0	0	0	0	2	2	0	2	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Office Trips	2	0	0	0	0	2	11	0	11	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Restaurant Trips	2	0	0	0	0	2	1	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	0	0	0	0	10	16	0	16	0	0	0
2020 Buildout Total	79	466	17	48	761	68	760	107	619	21	7	18

INTERSECTION VOLUME DEVELOPMENT

**Intersection #13: Hammond Drive @ Perimeter Center Parkway
AM PEAK HOUR**

Description	Perimeter Center Pkwy Northbound			Perimeter Center Pkwy Southbound			Hammond Dr Eastbound			Hammond Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	110	101	43	53	172	110	139	323	141	86	426	257
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	1	2	0	0	0	1	1	0	0
Heavy Vehicle %	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.92			0.87			0.85	
Adjustment												
Adjusted 2016 Volumes	110	101	43	53	172	110	139	323	141	86	426	257
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips								42			8	
Park Center Project Trips	18	12	29		57	42	12	17	99	183	91	
Crown Towers Project Trips	100	85	40		135				340	210		
2020 Background Traffic	232	202	114	55	371	156	157	395	586	482	542	267
Project Trips												
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Residential Trips	0	5	5	0	1	0	0	0	0	1	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Hotel Trips	0	1	1	0	2	0	0	0	0	2	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Office Trips	0	1	1	0	12	0	0	0	0	12	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Restaurant Trips	0	2	2	0	2	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	9	9	0	17	0	0	0	0	17	0	0
2020 Buildout Total	232	211	123	55	388	156	157	395	586	499	542	267

PM PEAK HOUR

Description	Perimeter Center Pkwy Northbound			Perimeter Center Pkwy Southbound			Hammond Dr Eastbound			Hammond Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	350	255	107	194	309	256	213	486	97	60	509	151
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.89			0.86			0.82			0.89	
Adjustment												
Adjusted 2016 Volumes	350	255	107	194	309	256	213	486	97	60	509	151
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips								57			30	
Park Center Project Trips	51	48	141		19	9	48	93	28	46	22	
Crown Towers Project Trips	350	205	120		95				150	145		
2020 Background Traffic	765	518	372	202	436	275	270	656	279	253	582	157
Project Trips												
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Residential Trips	0	2	2	0	4	0	0	0	0	4	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Hotel Trips	0	2	2	0	2	0	0	0	0	2	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Office Trips	0	11	11	0	2	0	0	0	0	2	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Restaurant Trips	0	1	1	0	2	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	16	16	0	10	0	0	0	0	10	0	0
2020 Buildout Total	765	534	388	202	446	275	270	656	279	263	582	157

Appendix F
Programmed Project Fact Sheets



PERIMETER COMMUNITY
IMPROVEMENT DISTRICTS
WWW.PERIMETERCID.ORG



HAMMOND DRIVE CORRIDOR STUDY



G R E S H A M
S M I T H A N D
P A R T N E R S

HAMMOND DRIVE CORRIDOR STUDY

CONTEXT

The Perimeter area, including both the Cities of Dunwoody and Sandy Springs, is one of the premier business districts in the Southeast, with more than 123,000 employees and 29 million square feet of office space and mixed-use development. The area is home to several Fortune 500 companies, corporate headquarters, residences, and transportation infrastructure that is critical to the Atlanta region, including Georgia 400, I-285, local corridors, and MARTA stations. The area has experienced significant population and job growth and development in recent years.

OVERVIEW

Hammond Drive is an important artery in the Perimeter area. Average daily traffic volumes range from 16,000 to 27,000 vehicles and the corridor is home to several new and planned developments. One of the main visions for the area is to establish a walkable and livable center for employees, residents, patrons, and visitors.

In light of new and proposed development, the Cities of Dunwoody and Sandy Springs, in collaboration with the Perimeter Community Improvement Districts (PCIDs), have partnered to evaluate auto, pedestrian, bicycle, and transit accommodations along the Hammond Drive corridor. The primary objectives of the study are to:

- Evaluate traffic impacts along Hammond Drive and adjacent intersections and develop alternatives and recommendations for improvements to mitigate these impacts.
- Evaluate proposed adjacent projects for potential to provide traffic relief along Hammond Drive.
- Develop streetscape recommendations.
- Develop alternatives that promote all transportation modes, including biking and walking, along the corridor.

ACTIVITIES AND SCHEDULE

Key project activities include but are not limited to:

- Review and analyze available traffic and crash data.
- Prepare an existing conditions report describing current roadways, sidewalks, planned developments, and planned transportation projects.
- Develop alternative improvement options to accommodate all modes of transportation, including a streetscape plan.
- Meet with the Cities and PCIDs to review alternatives and refine them.
- Conduct a public information open house to solicit input and feedback from stakeholders.
- Prepare a final report.

The project began in July 2015 and is planned to conclude in April of 2016.

WANT TO LEARN MORE?

For additional information, please contact the project managers:

Michael Smith
City of Dunwoody

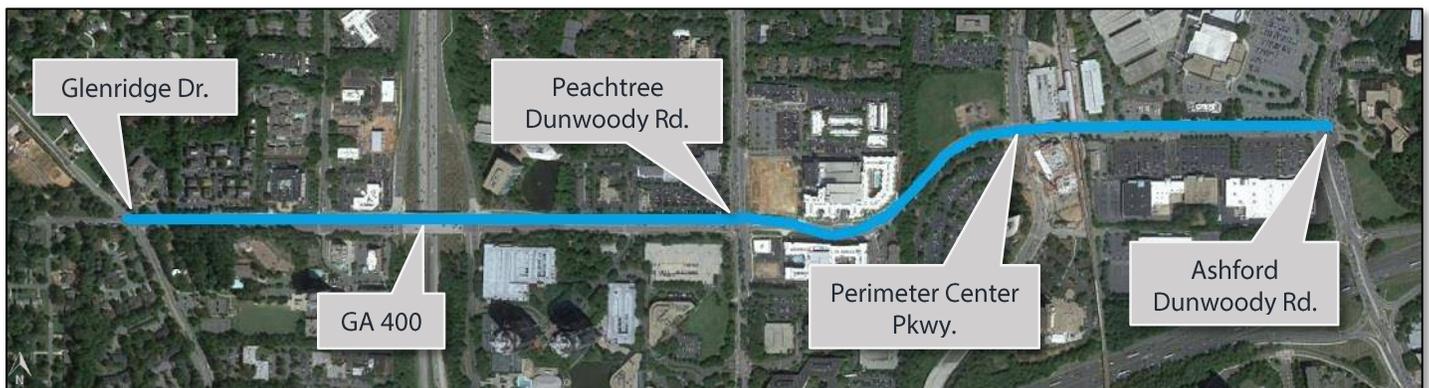
678-382-6700

michael.smith@dunwoodyga.gov

Malaika Faciane
City of Sandy Springs

[770-730-5600]

mfaciane@sandyspringsga.gov



Short Title	SR 9 (ROSWELL ROAD) - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS FROM NEAR THE ATLANTA CITY LIMITS TO ABERNATHY ROAD
GDOT Project No.	0012629
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Sandy Springs
Jurisdiction	Fulton County (North)
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	4
Planned Thru Lane	4

Network Year	TBD
Corridor Length	4.3 miles

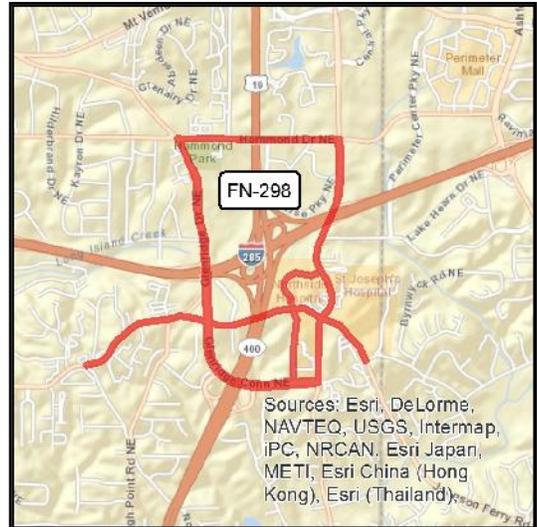
Detailed Description and Justification

This project extends along SR 9 (Roswell Road) from City of Atlanta limits to Vernon Woods Drive and will install traffic adaptive signal management, enhanced vehicle counting stations and provide additional system vehicle detection as required. Intersection upgrades will be limited to components necessary to operate the traffic adaptive application. This project was identified in the adopted 2008 Sandy Springs Transportation Master Plan as projects A2, A3, and A4. The project is being funded under the Roadway Operations and Safety Program, a regional program defined in PLAN 2040 to make smaller-scale improvements along existing roadways which are the most critical for cross-jurisdictional travel. With the exception of certain systemwide programs with broad benefits across a defined geographic area, eligibility under this program is limited to facilities on the Regional Strategic Transportation System, with additional priority given to those also identified as a Regional Thoroughfare. Roswell Road is designated as a Level 1 Regional Thoroughfare.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE STP - Urban (>200K) (ARC)	AUTH	2013	\$150,000	\$120,000	\$0,000	\$0,000	\$30,000
CST Congestion Mitigation & Air Quality Improvement (CMAQ)		2016	\$1,628,339	\$1,302,671	\$0,000	\$0,000	\$325,668
			\$1,778,339	\$1,422,671	\$0,000	\$0,000	\$355,668

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Short Title	GLENRIDGE DRIVE, HAMMOND DRIVE AND PEACHTREE DUNWOODY ROAD - ATMS SYSTEM EXPANSION
GDOT Project No.	0013141
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Sandy Springs
Jurisdiction	Fulton County (North)
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A
Planned Thru Lane	N/A

Network Year	TBD
Corridor Length	TBD miles

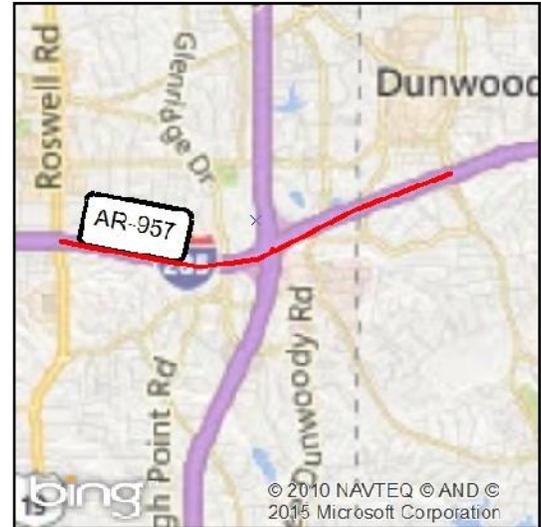
Detailed Description and Justification

The Glenridge-Hammond-Peachtree Dunwoody ATMS project includes adding system detection and installing a traffic adaptive system for approximately 29 inter-connected signals along the following corridors: Hammond Drive, Peachtree Dunwoody Road, Johnson Ferry Road, Glenridge Connector, Glenridge Drive, and Meridian Mark Road.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE STP - Urban (>200K) (ARC)	AUTH	2015	\$225,000	\$180,000	\$0,000	\$0,000	\$45,000
CST Congestion Mitigation & Air Quality Improvement (CMAQ)		2017	\$1,363,691	\$1,090,953	\$0,000	\$0,000	\$272,738
			\$1,588,691	\$1,270,953	\$0,000	\$0,000	\$317,738

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Short Title	I-285 INTERCHANGE RECONSTRUCTION AT SR 400
GDOT Project No.	0000784
Federal ID No.	NHS00-0000-00(784)
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	GDOT
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	2020
Corridor Length	N/A miles

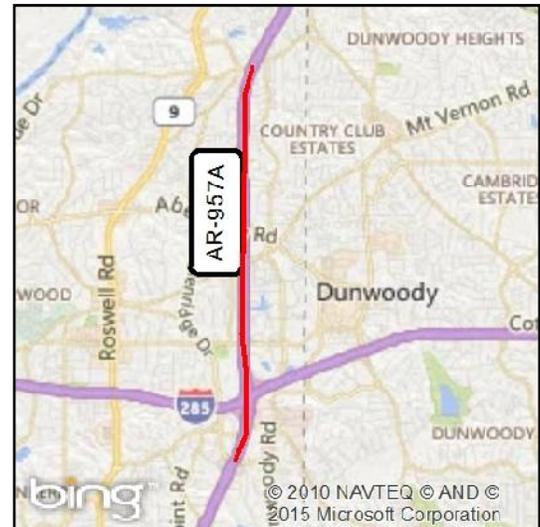
Detailed Description and Justification

This project is to reconstruct the I-285/SR 400 interchange. It improves existing ramp connections between I-285 east and west and SR 400 north and south, in addition to constructing collector-distributor lanes on I-285 east and west and SR 400 north. The project does not preclude the addition of managed lane connections between I-285 and SR 400 in the future. Funding for this project is a mixture. GDOT will make payment to a private firm to cover Construction (CST). The funding noted in the RTP/TIP, labeled P3 Repayment (Private Public Partnership) indicated the funding (a mixture of federal and state sources) that GDOT will use to re-pay the private firm's initial financing of the project. The project is also included within the scope of Revive285 top end. Revive 285 top end is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 serves as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2013	\$2,000,000	\$1,600,000	\$400,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2006	\$189,460	\$151,560	\$37,892	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2014	\$7,197,211	\$5,757,769	\$1,439,442	\$0,000	\$0,000
PE	Federal Earmark Funding	AUTH	2015	\$556,451	\$445,161	\$111,290	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2015	\$24,503,549	\$19,602,839	\$4,900,710	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2015	\$25,000,000	\$20,000,000	\$5,000,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2017	\$105,213,000	\$84,170,400	\$21,042,600	\$0,000	\$0,000
				\$164,659,671	\$131,727,737	\$32,931,934	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Short Title	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR AT SR 400
GDOT Project No.	0013546
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	GDOT
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane Planned Thru Lane Network Year Corridor Length miles

Detailed Description and Justification

This project is to reconstruct the I-285/SR 400 interchange. It improves existing ramp connections between I-285 east and west and SR 400 north and south, in addition to constructing collector-distributor lanes on I-285 east and west and SR 400 north. The project does not preclude the addition of managed lane connections between I-285 and SR 400 in the future. Funding for this project is a mixture. GDOT will make payment to a private firm to cover Construction (CST). The funding noted in the RTP/TIP, labeled P3 Repayment (Private Public Partnership) indicated the funding (a mixture of federal and state sources) that GDOT will use to re-pay the private firm's initial financing of the project. The project is also included within the scope of revive285 top end. Revive 285 top end is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 serves as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	National Highway Performance Program (NHPP)		2016	\$39,420,000	\$17,568,160	\$21,851,840	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2017	\$2,000,000	\$0,000	\$0,000	\$0,000	\$2,000,000
CST	National Highway Performance Program (NHPP)		2017	\$6,910,000	\$5,528,000	\$1,382,000	\$0,000	\$0,000
CST	State of Georgia		2017	\$12,750,000	\$0,000	\$12,750,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2018	\$112,280,000	\$82,833,579	\$29,446,421	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2019	\$10,000,000	\$0,000	\$0,000	\$0,000	\$10,000,000
CST	National Highway Performance Program (NHPP)		2019	\$91,660,000	\$51,818,478	\$39,841,522	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2020	\$100,800,000	\$80,640,000	\$20,160,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2021	\$100,000,000	\$80,000,000	\$20,000,000	\$0,000	\$0,000
CST	General Federal Aid 2022-2040		LR 2022-2030	\$22,949,588	\$18,359,670	\$4,589,918	\$0,000	\$0,000
				\$498,769,588	\$336,747,887	\$150,021,701	\$0,000	\$12,000,000



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



Table B1.C (Continued)
Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No. ¹	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
C12	Construct new roadway and pedestrian connection from Sandy Springs Place to Boylston Road and relocate signal from Sandy Springs Place to new location	City of Sandy Springs	\$6,900,000	Mid
C13	Improve Mount Vernon Highway between Northside Drive and Peachtree Dunwoody Road to maintain two through lanes with intersection turn lanes, sidewalks and bicycle lanes ²	City of Sandy Springs	\$33,800,000	Mid
C14	Improve Johnson Ferry Road corridor between Abernathy Road and Sandy Springs Circle to maintain 2 through lanes with intersection turn lanes, sidewalks and bicycle lanes ²	City of Sandy Springs	\$6,300,000	Mid
C15	Improve Johnson Ferry Road between Mount Vernon Road and Glenridge Drive to maintain 2 through lanes with intersection turn lanes, sidewalks and bicycle lanes	City of Sandy Springs	\$4,700,000	Mid
C16	Provide transit circulator with short headways along regular route in downtown Sandy Springs (service to parking facilities)	City of Sandy Springs	\$23,300,000	Mid
C17	Provide interparcel pedestrian connections at key locations in downtown Sandy Springs, including: Boylston Drive to Sandy Springs Circle, Sandy Springs Place to Hammond Drive, and Boylston Drive to Sandy Springs Circle south of Hammond Drive)	City of Sandy Springs	\$4,200,000	Mid
C18	Provide express transit service between downtown Sandy Springs and Perimeter Center via Hammond Drive (include one intercept parking structure as anchor point for service)	City of Sandy Springs	\$16,900,000	Mid
C19	Construct centralized parking structures to provide shared parking supply as redevelopment occurs; potential intercept locations include north (in vicinity of Roswell Road at Johnson Ferry Road) and middle (in vicinity of Roswell Road at Hammond Drive) OR south (in vicinity of Roswell Road at Carpenter Drive) ³	City of Sandy Springs	\$6,100,000	Mid
C20	Provide express transit service between downtown Sandy Springs and MARTA Sandy Springs Station via Mount Vernon Road (include one intercept parking structure as anchor point for service) ⁴	City of Sandy Springs	\$2,400,000	Long

¹ Project ID number is for reference only and does not reflect project prioritization or preference.

² Estimated ROW costs constitute 40 percent of the total cost for these projects. Therefore, project costs are subject to change according to variability in availability and cost of ROW. Projects were assumed to require a width of 12 feet of ROW.

³ Parking deck cost assumes two decks with 600 spaces each to be funded 25% by City and \$75% by development contributions in lieu of parking supply.

⁴ Cost estimate assumes 10% funding by City. Additional funding to be provided by MARTA or other funding source

Short Title: HAMMOND DRIVE WIDENING FROM SR 9 (ROSWELL ROAD) TO GLENRIDGE DRIVE

GDOT Project No.: 0009981

Federal ID No.: N/A

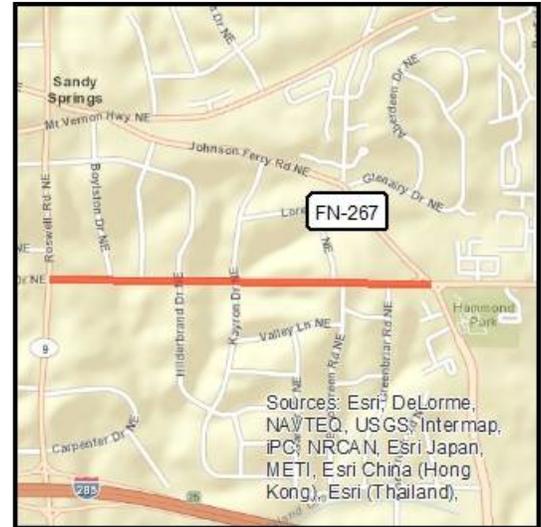
Status: Long Range

Service Type: Roadway / General Purpose Capacity

Sponsor: City of Sandy Springs

Jurisdiction: Fulton County (North)

Analysis Level: In the Region's Air Quality Conformity Analysis



Existing Thru Lane: 2

Planned Thru Lane: 4

Network Year: 2040

Corridor Length: 0.9 miles

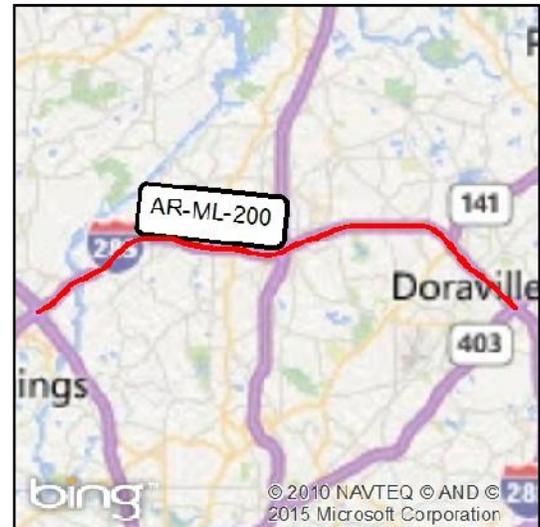
Detailed Description and Justification

This project will widen Hammond drive from 2 to 4 lanes from SR 9 (Roswell Road) to Glenridge Drive.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2022-2040		LR 2031-2040	\$15,000,000	\$12,000,000	\$0,000	\$0,000	\$3,000,000
				\$15,000,000	\$12,000,000	\$0,000	\$0,000	\$3,000,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Short Title	REVIVE 285 - I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS FROM I-75 NORTH TO I-85 NORTH
GDOT Project No.	0001758
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / Managed Lanes
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane Planned Thru Lane Network Year Corridor Length miles

Detailed Description and Justification

Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway System	AUTH	2003	\$1,000,000	\$000,000	\$200,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2006	\$19,933,151	\$15,946,521	\$3,986,630	\$0,000	\$0,000
PE	Interstate Maintenance	AUTH	2007	\$1,250,000	\$1,125,000	\$125,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2015	\$5,000,000	\$4,500,000	\$500,000	\$0,000	\$0,000
PE	General Federal Aid 2022-2040		LR 2022-2030	\$38,000,000	\$30,400,000	\$7,600,000	\$0,000	\$0,000
ALL	General Federal Aid 2022-2040		LR 2022-2030	\$888,280,000	\$799,452,000	\$88,828,000	\$0,000	\$0,000
ALL	Toll Revenue Bonds		LR 2022-2030	\$733,320,000	\$0,000	\$0,000	\$733,320,000	\$0,000
				\$1,686,783,151	\$852,223,521	\$101,239,630	\$733,320,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



Short Title: REVIVE 285 - I-285 NORTH COLLECTOR/DISTRIBUTOR LANES FROM ASHFORD DUNWOODY ROAD TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD)

GDOT Project No.: 0013255

Federal ID No.: N/A

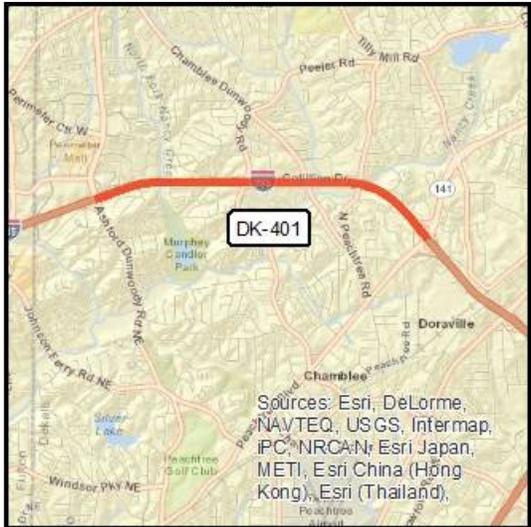
Status: Long Range

Service Type: Roadway / Interchange Capacity

Sponsor: GDOT

Jurisdiction: Regional - Perimeter

Analysis Level: In the Region's Air Quality Conformity Analysis



Existing Thru Lane: 0

Planned Thru Lane: 2

Network Year: 2030

Corridor Length: 3.2 miles

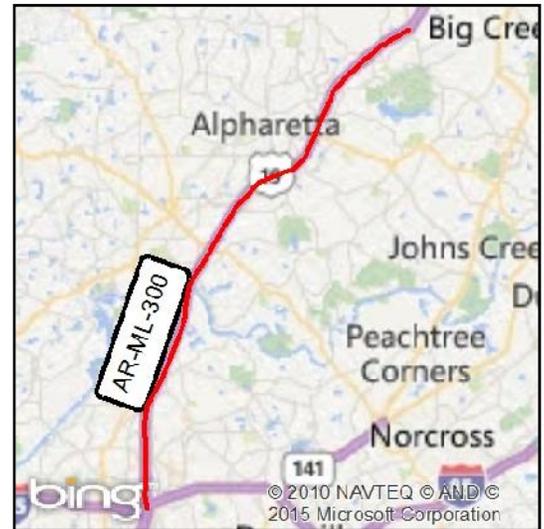
Detailed Description and Justification

This project will construct collector/distributor lanes along I-285 North from Ashford Dunwoody Road to SR 141 (Peachtree Industrial Boulevard).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2022-2040		LR 2022-2030	\$128,900,000	\$103,120,000	\$25,780,000	\$0,000	\$0,000
				\$128,900,000	\$103,120,000	\$25,780,000	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Short Title	SR 400 MANAGED LANES FROM I-285 NORTH TO MCFARLAND ROAD
GDOT Project No.	0001757/0008445
Federal ID No.	MSL00-0001-00(757)
Status	Long Range
Service Type	Roadway / Managed Lanes
Sponsor	GDOT
Jurisdiction	Regional - North
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	0
Planned Thru Lane	4

Network Year	2040
Corridor Length	16.5 miles

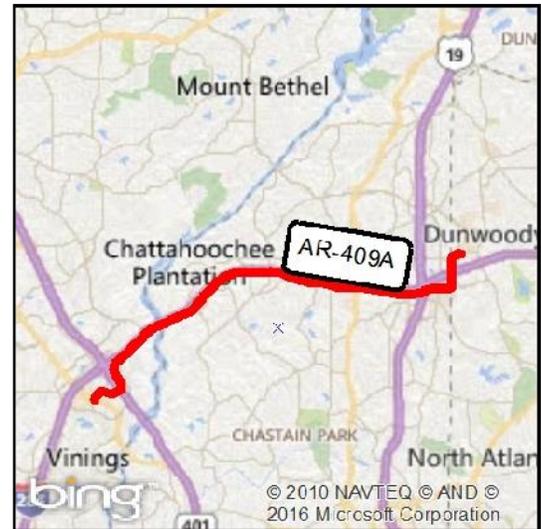
Detailed Description and Justification

Project includes preliminary design of managed lanes along SR 400 between I-285 and SR 20. In this case, managed lanes means high occupancy toll lanes. Passenger vehicles not meeting an occupancy requirement use these lanes by paying a variable toll. Meanwhile, transit vehicles and passenger vehicles meeting the occupancy requirement can use the lanes for free. Two managed lanes in each direction (four total) are proposed between I-285 and Holcomb Bridge Road and one managed lane in each direction (two total) between Holcomb Bridge Road and McFarland Parkway. Managed lanes are designed to provide a reliable trip option for those that carpool, use a vanpool, take transit, or wish to pay to use the lane.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	SRTA - Toll Revenue	AUTH	2011	\$8,000,000	\$0,000	\$0,000	\$0,000	\$0,000,000
ALL	General Federal Aid 2022-2040		LR 2031-2040	\$429,000,000	\$343,200,000	\$85,800,000	\$0,000	\$0,000
ALL	Toll Revenue Bonds		LR 2031-2040	\$351,000,000	\$0,000	\$0,000	\$351,000,000	\$0,000
				\$788,000,000	\$343,200,000	\$85,800,000	\$351,000,000	\$8,000,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Short Title	REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION FROM CUMBERLAND/GALLERIA AREA TO PERIMETER CENTER
GDOT Project No.	0003534
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Facilities Capital
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A
Planned Thru Lane	N/A

Network Year	2040
Corridor Length	8.8 miles

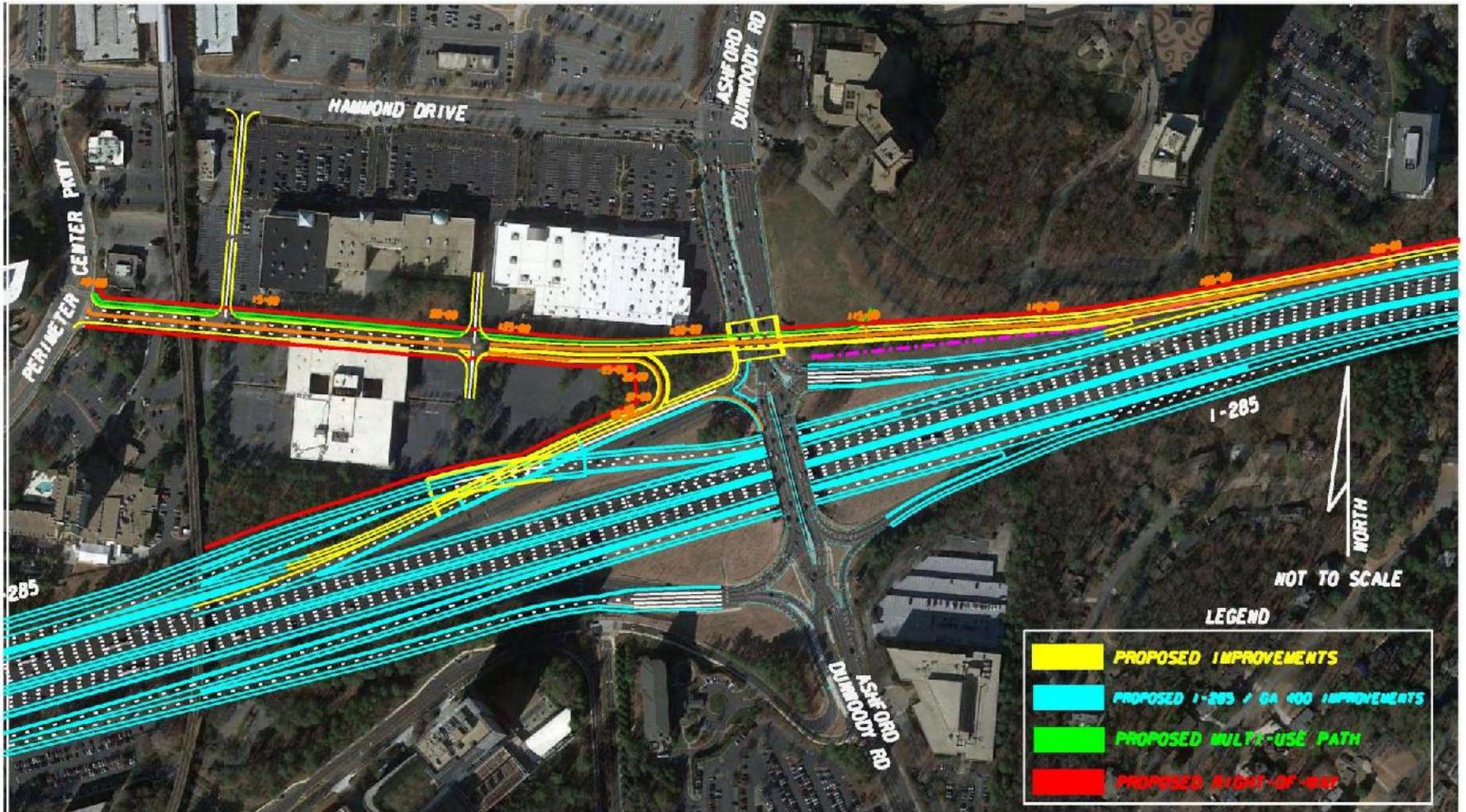
Detailed Description and Justification

This line item provides the funds set aside for protective right-of-way acquisition for the I-285 North corridor which will include transit. Build alternatives for light rail transit (LRT), bus rapid transit (BRT), and express bus from Cumberland/Galleria area to Perimeter Center.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	State of Georgia		LR 2031-2040	\$147,000,000	\$0,000	\$147,000,000	\$0,000	\$0,000
				\$147,000,000	\$0,000	\$147,000,000	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Figure 2: Alternative 1



Available Upon Request
Raw Traffic Count Data
Synchro Capacity Analyses